HONGKONG, WEDNESHAY, DECEMBER 30, 1985.

- 日五十月一十年酉乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL. LONDON -F. ALGAR, 11 & 12, Clement's Lune, Lombard Street, E. C. GROBGE Street & Co., 30, Combill. Gordon & Goron, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C.

PARIS AND EUROPE:-AMEDEI PRINCE NEW TORK :- ANDREW WIND, 21, Park AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Mel-

hourne and Sydney. SAN FRANCISCO and American Ports
generally:—BEAN & BLACK, San Fran-SINGAPORE, STRAITS, &c.: SATIR &

Co., Square, Singapore. C. HEINSZEN & Co., Manila. HINA :- Macao, F. A. Ds CREE Sica. tow, QUELOR & Co. Amoy, WILSON, NICHOLLS & Co. Foochow, HEDGE & Co. Shanihai, LANE, CEAWFORD Co., and KELLY & WAISH. Yokohama, LANE, CHAWSORD & Co., and KELLY

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000 REGISTERED OFFICE.

40. THREADNEEDLE STREET, LONDON. BRANCHES.

In India, China, Japan and the Colonies. THE Bank RECEIVES Money on Deposit,

buys and sells-Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS. H. A. HERBERT, Manager.

Hongkong Branch. Hongkong, July 4, 1885.

DULES OF THE HONGKON SAVINGS BANK

NOTICE.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3 : Saturdays, 10

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 3. Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Cot-

at 5 per cent, per annum interest. 4. -Interest at the rate of 32 per cent. per annum will be allowed to depositors on their daily balances. 5. - Each Depositor will be supplied gratis

with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and begin-

.-Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Busines is forwarded free by the various British Post Offices in Hongkong and China.

.-Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary. For the

HONGEONS & SHARGHAI BANKING CORPORATION, T. JACKSON,

Chief Manager. Hongkong, May 7, 1885. HONGKONG & SHANGHAI BANKING

CORPORATION. -

RESERVE FOR EQUALIZATION 8 500,000 OF DIVIDENDS..... RESERVE LIABILITY OF PRO-

COURT OF DIRECTORS. Chairman-Hon. F. D. Sassoon. Deputy Chairman-A. McIver. Esq. O. D. BOTTOMLEY, E. H. M. HUNTING-TON. Esq. DALBYMPLE, Hon. W. KESWICK. A. P. McEWRN, Esq. E. E. SASSOON, Esq. M. GROTE, Esq. H. HOPPIPE, Esq.

OHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq. MANAGER. Shanghai,...... Ewen Oamenon, Esq. LONDON BANKHES, London and County

HONGKONG. INTEREST ALLOWED.

N Current Deposit Account at the rate of 2 per cent, per annum on the daily For Fixed Deposits :-For 3 months, 3 per cent, per annum.

per cent. n b per cent LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities and every description of Banking and Exchange business transacted. Drafts granted on London, and the shief Commercial places in Europe, India Australia, America, China and Japan. T JACKBON,

Chief Manager. Hangkong, December 5, 1885.

QUEEN FIRE INSURANCE COM-

NOTICE.

/IHR Undersigned are prepared to accept Rinks on Birst Class Godowns at per cent net premium per annum. NORTON & Co. Agents.

就十三月二十年五十八百八千一英。

Notices of Firms.

NOTIOE. MR. CHARLES ALEXANDER TOMES is Admitted a PARTNER SAMUEL DEACON & Co., 150 & 154, in our Firm in Hongkong, China, and elsowhere from this date.

> RUSSELL & Co. Hongkong, December 1, 1885.

NOTICE.

NAR. JOHN MUALLUM is authorised IVI to Ston our Firm per Procuration

LANE, CRAWFORD & Co. Hongkong, December 19, 1884.

NOTICE.

THE BUSINESS of BROWN, JONES East), hitherto carried on by E. L. STAIN. FIELD, was taken ever by me on the lar November, and will Continue to be conducted by me, under the same Firm name. A PROPERTY and COMMISSION AGENCY has also Opened, to be Conducted under the Name of STRINGER & Co.

H. L. STRINGER. Hongkong, November 6, 1885.

Intimations.

SEMI-CENTENNIAL ANNI-VERSARY

of the MEDICAL MISSIONARY SOCIETY HOSPITAL

> CANTON, CHINA, will take place on

THURSDAY Dec. 31st, at 3.30 p.m. PERSTON MEMORIAL CHURCH.

Brignds of the Society are INVITED J. C. THOMSON.

28th December, 1885. ST. PETER'S SKAMEN'S CHURCH.

THE above CHURCH will be RE-OPENED for DIVINE SERVICE on SUNDAY NEXT, the Third of January, 1886, at 5 o'Clock in the Afternoon. The Sermon will be preached by the BISHOP. Hongkong, December 29, 1885,

BANK HOLIDAY.

N Accordance with Ordinance No. 6 of 1875 the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on FRIDAY, the 1st January, 1886. poration on fixed deposit for 12 months For the Chartered Mercantile Bank of

JOHN THURBURN. Manager, Hongkong. For the 'Chartered Bank of India, Australia and China.

T. H. WHITEHEAD, Acting Manager, Hougkong. For the Hongkong and Shanghai Banking Corporation, T. JACKSON, Chief Manager.

For the Comptoir d'Escompte de Paris, O. O. INCHBALD, Oriental Bank Corporation,

Limited, H. A. HERBERT, Manager, Hongkong.

Hongkong, December 29, 1885. NOTIOE.

THE Undermentioned INSURANCE OFFICES will he CLOSED for the Transaction of Rublic Business, on ERI-DAY, the 1st January, 1886. JARDINE, MATHESON & Co.,

General Agents. Canton Insurance Office, Ltd. 1 General I magers, Hongkong Fire Insurance Co., Ltd. N. J. EDE,

Union Insurance Society of Canton, Ltd. W. H. PERCIVAL, North-China Insurance Co., Ltd. W. H. RAY, Secretary.

China Traders' Insurance Co., Ltd. S. J. GOWER, Secretary. Chinese Insurance Company, Ltd. RUSSELL & Co.,

Yangtaze Insurance Association, Ltd. J. B. COUGHTRIE, The China Fire Insurance Co., Ltd. Hongkong, December 30, 1885.

A NEW JOURNAL, THE TOKYO INDEPENDENT. Exceptionally will be Published ONOE A WEEK in Tokyo, from January 2nn, 1886, under Good value to the Editorship of F. W. EASTLAKE.

Subscription | \$5, a year 33, six months Advertisements: Fifty Cents an inch for one insertion. A large Circulation in

Tokyo is goaranteed. Agenti in Hongkong: Messis, KELLY & WALSH, I.p.

Tokyo, 15th December, 1885.

RDINE, MATHESON & Co. PIERS AND GODOWNS, WEST POINT.

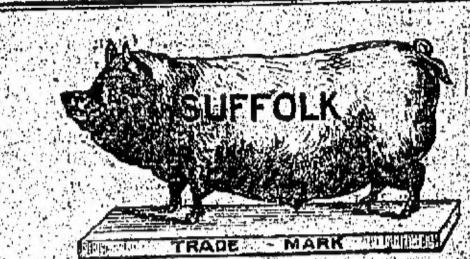
HESE are now in Working Order. STRANGE ATO BERTHEN At the Whert. CARGO RECEIVED and STORED at Cheap

The GODOWNS are two storied, dry, siry, and well suited for the STORAGE SILE COPPOS and WOOLLEN PIECE GOODS. as well as Chemeral Merchandisa. Advances made on Cargo stored. For Bates and further Particulars, appl

to the MARLEER, or to JARDINE, MATHESON & Co. Hongkong, December 2, 1885,

Business Notices.

LANDED. A FRESH SUPPLY OF



SUFFOLK HAMS, BACON, &c.

POTTED BREF AND HAM.

LADIES' ALBERTS.

PIGS' FEET AND TONGUES. SALTED FOREHANDS

LANE, CRAWFORD & Co. Hongkong, December 30, 1835.

C. FALCONER & Co.

WATCHMAKERS, JEWELLERS, &c., 48, QUEEN'S ROAD CENTRAL

AVE NOW on VIEW, the following CHOICE and SPECIAL SELECTION

Received ex P. & O. S. S. Mirzapore. GOLD BRACELETS. GEM BRACELETS. GOLD FIGHU BROOCHES. GEM FICHU BROOCHES. GOLD LOCKETS. GEM LOCKETS.

GOLD EARRINGS. GEM EARRINGS. GOLD SCARF RINGS: GEM RINGS. SIGNET RINGS, GEM SCARF RINGS. GEM BROOCHES OF HAIR PINS. GENTLEMEN'S WATCHES. LADIES' WATCHES.

NECKLETS. Shour Stone DIAMOND RINGS.

DIAMOND RINGS. A MOST HANDSOME COLLECTION OF SILVER CUPS.

suitable for RAGES OR ATHLETIC SPORTS. JUST RECEIVED, A NEW INVOICE OF BLACK, RED and GREY MARBLE CLOCKS, BRONZE and GILT MOUNTS

Also, TRAVELLING and OFFICE CLOCKS, and TIME-PIECES. The whole of Last Season's Stock is now offered at Cost Price. Hongkong, December 5, 1885.

HAVE JUST RECEIVED FRESH SUPPLIES OF TOBACCO AND CIGARETTES COPE'S GOLDEN CLOUD TOBACCO Cope's STRAIGHT OUT TOBACCO. Wills' Barrot Bran's Eva. Wills' THREE CASTLE. Wills' FOUR SEASON'S TOBACCO. Morris GOLD LEAP HONEY DEW. MILD RICHMOND GEM TOBACCO. OLD JUDGE TORACCO. MILD OLD JUDGE TORACCO. SWEET CAPOBAL TOBACCO.

SWEET CAPORAL TOBACCO. Allen & Cinter's Grr Caste Cont. Allen & Ginter's RICHMOND MIXTURE. RICHMOND GEN CURLY CUT TORACCO. Kenney Brost STRAIGHT OUT CIGARETTES. Fragrant VANITY FAIR CIGARETTES. NOW VARITY FAIR CIGARETTES LITTLE BEAUTIES—flat and compressed. MILD RICHMOND GEM CIGARETTES. EL COMETA DEL ORIENTE CIGARETTES.

GENTLEMEN'S ALBERTS.

Sole Proprietors of the following favorite TOBACCOS :-HAPPY THOUGHT, DOLLAR BRAND, STAR MIXTURE, and GOLDEN EAGLE. Also just received, a splendid Assortment of MERRSCHAUM and BRIAE ROOM

PIPES, CIGAR and CIGARETTE HOLDERS, CIGAR and CIGARETTE CASES, TOBACCO POUCHES, MATCH CASES, and all Kinds of SMOKERS' GOODS. KELLY & WALSH, LIMITED, HONOKONG. Hongkong, December 8, 1885.

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

Scotch Tweed Suit, \$15.00

Over 100 patterns of Stylis select from.

While advertising our Specialties' we also wish to draw the attention of our Customers to our, now, complete Stock of fine Cloth made

TWEED SUITINGS, COAT-INGS, TROUSERINGS, SERto our special GES, FLANNELS, &c. A large and choice selection of the newest FABRICS of English, Scotch and Continental Manufacture, from medium to the very finest qualities.

color and suitable to the

Proprietors.

Dress Suit.

930.00.

Of West of

Hongkong, October 1, 1885. Hotel. Victoria. Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and siry positions in the Colony and commanding a splendld view of almost the entire harbour and within five minutes walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much en-larged and improved and is now one of the principal Hozzas in the place. The ROOMS are spacious, well rentilated and have just been refurnished in a most comfortable and handsome manner, mited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DIKING HALL The HOTEL also contains handsome and comfortable Reception, Reading, BILLIAND and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken. Messrs, DORABJEE & HING KEE,

Hongkong, September 16, 1885.

Business Notices.

ED by the ENGLISH MAIL A LARGE ASSORTMENT OF

WINTER MANTLES, ULSTERS and Ulsters CLOTH. CHILDREN'S Ready-made DRESSES. LADIES' and CHILDREN'S SHOES, of every description.

MILLINERY, Trimmed and Untrimmed. Most Handsome Laced FLOUNCINGS of the most beautiful

LADIES and GENTLEMEN'S KID GLOVES. HOUSE and TABLE LINEN.

FURS and every description of GOODS suitable for this season GATE AND FAIRALL.

Hongkong, December 4, 1885.

SPLENDID ASSORTMENT TOYS

Also, a large Variety of Fancy Goods,

CHRISTMAS PRESENTS.

Intimations.

THE WHITE HOUSE.

DENTAL NOTICE. R. POATE will be ABSENT from the

VICTORIA EXCHANGE, December 12, 1885.

Colony for about a week, from WEDNESDAY, the 30th December. Hongkopg, December 24, 1885. HONGKONG RACES, 1886.

FRIDAY. 24th, 25th, and 26th February, 1886. THE HONGKONG DERBY.

THE HONGKONG DERBY & SWEET STAKES of \$20 each, balf forfeit if declared on or before the date of Closing Entries, with \$100 added for 1st Pony and 250 for 2nd For all China Ponis bomo fide Griffins at date of Entry (SATURDAY) 23rd January, 1886). First Pony, 70 per cent : Second Pony, 20 per cent : Third Topy, 10 per cent. Weight 10st. 10lbs. One-mile-and-a-half. NOMINATIONS GLOSE on SATURDAY, 19th December, 1885, addressed to the CLERK of the Course, at

the Hongkong Club. By Order, H. J. H. TRIPP. Clerk of the Course. Hongkong, November 13, 1885. 1976

JAPAN I JAPAN 11 JAPAN | | |

NOTICE. KUHN & Co. DEG Respectfully to announce that

D both their STORES, situated at the HONGKONG HOTEL, are now Open. Thousands of ancient and much Useful and Ornamental JAPANESE ARTICLES are offered FOR SALE, at most reasonable wholesale prices. Hongkong, December 22, 1885.

PACIFIC MAIL STEAMSHIP COM-PANY. THE Undersigned hereby gives Notice that he has been Appointed AGENT of the above Company at this port.

Hongkong, December 2, 1885. OCCIDENTAL & ORIENTAL STEAM SHIP COMPANY.

CHAS. D. HARMAN.

THE Undersigned hereby gives Notice that he has been Appointed AGENT of the above Company at this port. CHAS. D. HARMAN. Hongkong, December 2, 1885.

NOTICE. THE PRYE RIVER DOCK COMPAN LIMITED.

A PPLICATIONS for the APPOINT. A MENT of MANAGER of the above Company will be Received by the Undersigned up till Sist Instant. H. L. SMITH, Secretary.

Penang, 10th December, 1885, HONGKONG HORTICULTURAL SOCIETY. THE next ANNUAL EXHIBITION will

the Races, in February next.

be held during the week preceding

All Exhibits of PLANTS classed as An-

NUALS must be in pots, not exceeding 14 nches inner diameter. W. M. B. ARTHUR, Hon. Sec. Hongkong, December 18, 1885.

LIOR the Convenience of Customers, the Productions of the CHINA SUGAR REFINING COMPANY, LIMITED, can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PEEL STREET, at the same prices as at the REPINERY; or Retail Orders will be delivered at addresses to town on applicants forwarding their Monthly Requirements in writing direct to the

NOTICE.

JARDINE, MATHESON & Co., General Agents. Hongkong, July 27, 1885,

REFINERY at East Point.

W. POWELL & Co.

Notices to Consignees. FROM LONDON, PENANG AND SINGAPORE

THE Steamship Glenariney having arrived from the above Ports, Consignees of 2245 Cargo by her and by the S.S. Ludgate Hill from New York, are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the WEDNESDAY, THURSDAY, AND Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY, the 28th Instant Corgo remaining undelivered after the 4th January, 1886, will be subject to rent. No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co. Hongkong, December 28, 1885.

SHIRE LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. FLINTSHIRE, FROM HAM BURG, ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, at Wanchai, behind the premises known as No 3, 'Blue Buildings,' whence and/or from the Wharves or Boats delivery may be obtained. Optional Cargo will be forwarded on, un less notice to the contrary be given before NOOD TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 3rd Proximo, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 4th January, 1886, or they will not be

recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co.,

Agents. Hongkong, December 28, 1885. STEAMSHIP YANGTSE.

COMPAGNIE DES MESSAGERIES

MARITIMES. NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London. Antwerp and Bordeaux, ex S.S. Medoc, Thane and Combroi, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will beforwarded on, unless

before 10 a m. To-MORBOW (Tuesday), requesting it to be landed here, Bills of Lading will be countersigned by the Undersigned. DAY, the 4th January, 1886, at Noon, will be subject to rent, and landing charges at 1 cent. per package per diem. All Claims must be sent in to me on or

intimation is received from the Consignee

before WEDNESDAY, the 6th January, 1886, or they will not be recognised. No Fire Insurance has been offected. G. DE CHAMPEAUX,

Hongkong, December 28, 1885.

CHAS. J. GAUPP & Co., Chromometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. AUTICAL SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS. VOIOTLANDER'S CELEBRATED

BINOCULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS. English Silves & Electro-Platro Ware. Christoffe & Co.'s ELECTRO PLATED WARE. GOLD & SILVER JEWELLERY,

in great variety.

DIAMONDS

DIAMOND JEWELLERY A Splendid Collection of the Latest London PATTERNS, at very moderate prices, 742 Shipping.

Steamers.

CHINA NAVIGATION COMPANY

LIMITED: FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY

> AND MELBOURNE, &c., VIA SINGAPORE. The Steamship

Woosing, despatched as above on THURSDAY, the Slat Instant, at Daylight. This Vessel has unusually good Cabin Accommodation, situated amidships, upon

he upper deck. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, December 29, 1885.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Carge & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship Capt GUTHRIE, will be

THURSDAY, the Slat Instant, at Daylight. For Freight or Passage, apply to .. BUTTERFIELD & SWIRE, Agents.

UNION LINE. FOR NEW YORK VIA SUEZ CANAL

Hongkong, December 29, 1885.

The Steamship Captain Gulland, will be despatched for the above Port on SATURDAY, the 2nd January, at 5 p.m., instead of as previously advertised. For Freight or Passage, apply to RUSSELL & Co.,

FOR SINGAPORE, PENANG AND CALCUTTA. The Steamship PINKHAM, Commander,

Hougkong, December 24, 1885. 2244

will be despatched for the above Ports on SATURDAY, the 2nd January, 1886. For Freight or Passage, apply to ADAMSON, BELL-& Co.,

Hongkong, December 28, 1885. NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND

SOURABAYA, VIA SAIGON AND SINGAPORE. The Co.'s Steamship Capt Beschois will be despatched as above on or about the 3rd January, 1886.

For Freight or Passage, apply to

JARDINE, MATHESON & Co. Hongkong, December 24, 1885.

FOR SHANGHAL (Taking Cargo & Passengers at through rates for NINGPO. CHEFOO. NEW. CHWANG, TIENTSIN, HANKOW, and Ports on the YANGTSZE.) The Co.'s Steamship

OCEAN STEAMBHIP COMPANY.

Bellerophon,
Capt. Freeman, will be despatched as above on IONDAY, the 4th January, 1886. For Freight or Passage, apply to latte BUTTERFIELD & SWIRE. Agents

Hongkong, December 28, 1885. 2261

SHIRE LINE OF STEAMERS. FOR YOKOHAMA, HIOGO AND NAGASAKL

The Steamship

Cardiganshire

W. R. COURTEYAR, Commander, will be despatched for the above Ports on or about the 4th lanuary, 1886. For Freight or Passage, apply to

ADAMSON, BELL & Co.

Hongkong, December 28, 1885. STEAM TO BOMBAY VIA STRAITS. The P. & O. S. N. Co.'s

Steamship Zamben will leave for the above places on WEDNESDAY, the 6th January, at 2.30 p.m. A. McIVER,

& O. S. N. Co.'s Office, Hongkong, December 24, 1885.

Sailing Vessels.

FOR NEW YORK. .The Fast and Favorite American Chipper Ship South American. FRANK FOWLB, Master, will load here for the above Port, and will have Rate of Freight, Shillings Fifteen per ton of 40 cubic feet.

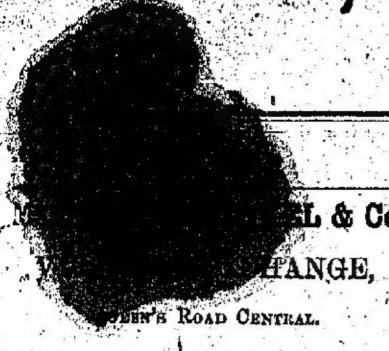
Hongkong, November 6, 1885. 1930

pick despatch.

RUSSELL & Co.

-For Freight, apply to

Hongrong, May 19, 1881.



TAVE JUST LANDED

STORES.

York HAMS. Stilton OHEESE. Pudding RAISINS (Valencias) CURRANTS (Patras).

> MINCEMEAT. CHRISTMAS CAKES. FIGS. ALMONDS and RAISINS.

Brizil NUTS. Soft-Shell ALMONDS. Metz FRUITS.

Crystallized FRUITS

FRUITS in Syrups. Imperial PLUMS. Plum PUDDINGS .. COSAQUES.

CALIFORNIA PRODUCTS CONDENSED MILK. KEROSINE LAMPS. FAIRBANK'S SOALES.

COOKING STOVES. ARLOUR STOVES.

THE USUAL ASSORTMENT

WINES.

Lowest Possible Prices

FOR OASH.

MacEWEN, FRICKEL & Co. Hongkong, December 1, 1885.

FOR SALE,

HOUSE at the PEAK, with Large TENNIS GROUND attached. good View of the Harbour and out to Sen. Apply to

DENNYS & MOSSOP, 43, Queen's Road. Hongkong, April 11, 1885. FOR SALE.

ULES MUMM & Co.'s OHAMPAGNE. Dubos Frères & de Gernon & Co.'s

BORDEAUX CLARETS AND WHITE WINES Baxter's Celebrated Barley Brea! -WHISKY, -\$7# per Case of 1 doz.

GIBB, LIVINGSTON & Co. Hongkong, July 13, 1884.

Intimations.

NOTICE.

HONGKONG AND CHINA GAS COM. PANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 23rd Instant until the 8th Proximo, both days inclusive.

HENRY R. H. MARTIN, Manager. Hongkong, December 18, 1885. 2202

In the Matter of the Estate of the late WILLIAM CATHERALL SYDER. Master of the S.S. 'Greyhound.'

NOTICE is hereby given that all Persons having any OLAIMS against the having any OLAIMS against the Estate of the said WILLIAM CATHERALL Syden, who was murdered by pirates at sea, on the 17th October, 1885, and Letters of Administration to whose Estate were granted to his Widow, MARY SYDER, on the 13TH DAY OF NOVEMBER, 1885, are hereby required to send in Writing to the Undersigned, on or before the 15TH DAY OF JANUARY NEXT, full Particulars of their Claims or Demands, and all Persons IN-DEBTED to the said Estate are requested to make immediate Payment to the Undersigned

And, Notice is hereby also given that as soon as possible after the above mentioned date. the Administraix will proceed to distribute the Assets of the said Estate among the Parties entitled thereto, havingregard only to the Claims, of which she shall then have had Notice in writing. Dated in Hongkong,

the 27th November, 1885. THOS. M. DERMER.

CHEE WO LING KEE HAS always on Hand STEAM LAUNCHES FOR HIRE. Charges as follows :--

Wing-Shing, Wing-Cheong, and Wing-Tye. For first hour. - \$3. " second " - - 82. u every subsequent hour. . \$1.

Wing-Fuk, Wing-Loy, and Wing-Les For first hour. is second or subsequent hour, . \$2. Rates for towing Vessels and Cargo-boats, or use of LAUNCHES for Excursions to Macao, Canton, or other places may be arranged at No. 29, WING WO STREET Hongkong, June 13, 1885.

Entertainment.

MHIARINI'S ROYAL ITALIAN CIRCUS

MENAGERIE

WILL SHORTLY ARRIVE AND EXHIBIT AT HONGKONG. After nearly Three Years' Absence.



SENSATIONAL ACTS

will be presented. For Particulars see future Advertisements. FRANK G. WILSON.

Advance Agent. Hongkong, December 29, 1885. 2266

To-day's Advertisements.

WANTED

A - Situation as SHIPPING CLERK by a Porruguese, who has been lately in CHARGE of a large Simpping Dr. PARTMENT in a Morcantile House. Good Reference and Testimonials.

> Apply to BATAVIA. c/o. Poste Restante.

> > 2281

Occidental & Oriental Steam-Ship Company.

30th December, 1885,

FAKING CARGO AND PASSENGERS TO JAPAN. THE UNITED STATES, MEXICO, CENTRAL AND THE OVERLAND RAILWAYS.

ATLANTIC & OTHER, CONNECTING STEAMERS.

THE Stenmship BELGIC, will despatched for San Francisco, via Yokohama, on or about the 15th January, 1886, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan All Parcel Packages should be marked to address in full; and same will be received

at the Company's Office, until 5 p.m. the

day previous to sailing. RETURN PASSAGES, -- Passengers, have paid full fare, re-embarking at San Francisco for China or Japan (or vice verso within six months, will be allowed a discount of 20 % from Roturn Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from

to through fares from China and Japan to Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

Return Fare. These allowances do not apply

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central C. D. HARMAN, Agent.

Hongkong, December 30, 1885.

To-day's Advertisements. To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ,

PORT SAID. MEDITERRANEAN AND BLACK SEA PORTS. NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

N TUESDAY, the 12th January at Noon, the Company's NATAL, Commandant Suon, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the

Cargo and Specie will be registered for London as well as for Marseilles, and accopted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until

Gargo will be received on board until 4 m., Specie and Parcels until 3 p.in. on the 11th January, 1886. (Parcels are not to be sent on board; they must be left at. the Agency's Office.) Contents and value of Packages are re

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX,

Hongkong, December 30, 1885. U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP

COMPANY. THROUGH TO NEW YORK, YIA OVERLAND RAILWAYS, AND TOUGHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama and Honolulu, on or about the 19th January, at 3 SOUTH AMERICA, AND EUROPE, p.m., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central

and South America, by the Company's and connecting Steamers. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. - RETURN PASSAGES .- Passengers. have paid full fare, re-embarking at San

Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % wil be made from Roturn Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fores from China and Japan to

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage

and Freight, apply to the Agency of the Dick.-Master. Company, No. 50a, Queen's Road Central. O. D. HARMAN.

Hongkong, December 30, 1885. 2276

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS The Co.'s Steamship Commandant LORMIER, will be despatched for SHANGHAI on FRIDAY, the 1st January,

at 11 a.m. G. DE CHAMPEAUX. Hongkong, December 30, 1885.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY & FOOCHOW The Co.'s Steamship

Captain Young, will be despatched for the above Ports on SUNDAY, the 3rd January, at Daylight, For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers. Hongkong, December 30, 1885. FOR SAIGON.

The Steamship Captain Sannesson, will be despatched as above on SUNDAY, the 3rd January, 1886, in the

For Freight or Passage, apply to Hongkong, December 30, 1885.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL The Co.'s Steamship Captain Wilding, will be despatched as above on

FRIDAY, the 8th Proximo. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, December 30, 1885.

Not Responsible for Debts.

Meither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour :-ANGLO-INDIAN, British barque, Captain Th. Richter. - Chinese.

B. H. STEENKER, German brig, Captair Chr. Mever .- Melchers & Co. Ozykon, American barque, Captain R. Calhoun .- Wing Chong Kit. DARTMOUTH, British barque, Capt, Benj. Flinton -- Melchers & Co.

HARMONIA, German ship, Captain Kasseohm, -Melchers & Co. Gronge, British barque, Capt, William

Grant. - Captain. ISAAC REED, American ship, Capt. E. C. Colley. -Order. LUCILE, American barque, Captain C. M.

Laurence __Melchers & Co Mencon, British brigantine, Capt. Win. TITAN, American ship, Capt. C. H. Allyn.

-Russell & Co. VENTURA, Span, barque, Capt. Urisandi. -Remedios & Co.

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Batavia, &c., via Saigon	Bantam (s)	Berghuis	Jardine, Motheson & Com	About January 9
London, and Ports of Call	Mirzapore (s)	R. Harvey	P. & O. S. N. Co.	January 5 at 4 n m
New York, via Suez Canal	Natal (s)	Such. Gulland.	Messageries Maritimes	January 12, at noon.
San Francisco, via Yokohama	Kennett (s)	Sanderson	Soy Sing.	Quick despatch.
Shanghai, via Amov.	Diamod 7a)	*****************	Pacific Mail S. S. Co	About Jan 19 at 8 n m
SHILIPONI	Dallanata		TACOSORUTES THEFT TIMES	Lightsper I at II a me
Sydney and Molbourne &co	Douglas (s)	Young	Douglas Lapraik & Co	January 2.
Yokohama, Hiogo and Nagusaki	Uardiganshire (8)	W. R. Courtenay	Adamson, Bell & Co	About January 4.
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Hongkong and Shanghai Bank Corp. 60,000 5 12 5 12 5 12 8 5 5 5 5 6 6 7 9 22 2 2 2 2 2 2 2	Stocks.	Nos. of Shares.	Falus.	Paid-	POSITION PE	B LIST REPORT.	Last Dividend	Closing Qu tations,
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North-China Insurance Co., Ld.	Hongkong and Shanghai Bank Corp.	60,000	\$ 12i.	\$ 125	For equali	E 50 770 0	£ 2 half year	
The state	North-China Insurance Co. T. a.	F 000						Dec. 81
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Anna Fire Insurance Co., I.d	Tongkong Fire Insurance Co., Ld	8,000	250	1 1 1		30.165.20		
STEAM COMPANIES. IK. O. and M. Steamboat Co., Lt. 8,000 \$ 100 \$ 75 deprec. fund \$ 4,593.98 6 % half year 54 prem., cash, sellers deprec. fund \$ 4,593.98 6 % half year 54 prem., cash, sellers deprec. fund \$ 4,593.98 6 % half year 54 prem., cash, sellers deprec. fund \$ 4,593.98 6 % half year 54 prem., cash, sellers deprec. fund \$ 4,593.98 6 % half year 54 prem., cash, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 402.22 12 % year ending June 30/84 Par, sellers deprec. fund \$ 4,259.01 6 % half year 69 % prem., cash \$ 100 9 % year 69 % prem., c	hina Fire Insurance Co., Ld	20,000	100		8 547 50		\$20 for 1883	\$3771 cash, huyers
100 100	STEAM COMPANIES		*		011,000	101,000,38	Ф D 107 1883	
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erak Tin Mining & S'ting Co	longkong Bakers Company, Limited						Barrett Comments of the Commen	169 per anare, cash
elangare Tin Mining Co. (S'hai) 2,50 8 100 all unjoin & Sunghie Dua Samatan 40,000 8 108 5 do: \$10 n buyers noming Co: \$10	dzon Sugar Company Limited			4.5	4,000	8 442.11	\$10	125 per suare, cash, actions
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koug Rope Manufactory Co., Ld. 3,0% \$ 50 all LOANS. Direct year Rates of Int Pagania 1884 A	Union & Sunghie Dua Samatan	0.000 8	10.5	1 17		QO.	•••	10 n. buyers f nomina
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A. G. STOKES, Share Broken

SHIPPING

TRIRIVALS.

December 29, 1885 :--Amity, British barque, 519, Haberley, Chefoo December 20, General, -SIBMSEN

Kittong Wai, Chinese transport, 400, W. Lowson, Shanghai December 26. December 30

Aspic, French gun-vessel, 460, Commander Jonquieres, Amoy December 29. Anton, German steamer, from Macao. Denbighshire, British steamer, 1,663, Cuming, Shanghai December 26, and Foo-

chow 8, General -- Adamson, Bril & Col Hector, British steamer, 1,630, Batt, Swatow December 29, General -- BUTTER-FIELD & SWIRE. Alicine, German steamer, 400, P. Moos,

Quin-hon December 25, General - Wieles Thos. O. Selfridge, New York August 12,

and Manila December 26. Agamemnon, British turret ironclad, from

> DEPARTURES. December 30 :-

Haiphong, for Coast Ports. Triumph, for Saigon. Activ, for Haiphong. Titania, for Singapore and Bombay. Hector, for Singapore and London. Amigo, for Swatow. Ningpo, for Shanghai.

CLEARED. South America, for New York, Ad lph, for Chefoo. Velocity, for Takao. John Potts, for Nagasaki, Denbighshire, for Singapore and London. Diomed, for Amoy. Tritos, for Saigon. Strathairly, for Kutchinotzu. Quarta, for Saigon.

Danube, for Swatow.

Anton, for Hoihow.

PASSENGERS. Por Hector, from Swatow, General Fong. and 763 Chinese.

DEPARTED. Per Amigo, for Swatow, 150 Chinese. Per Haiphong, for Coast Ports, 1 European, and 50 Chinese. Per Ningpo, for Shanghai, 6 Chinese.

Per Aiwine, from Quin-hon, 6 Chinese.

Por Activ. for Haiphong, 8 Chinese. Per Titania, for Singapore, 505 Chinese. Per Hector, for Singapore, &c., 2 Euro peans, and 460 Chinese. TO DEPART. Per South America, for New York,

Per Diomed, for Amoy, I European, and Per Tritos. for Saigon, 250 Chinese. Per Quarta, for Saigon, 12 Chinese.

Per Danube, for Swatow, 100 Chinese. SHIPPING REPORTS.

Par Anton, for Hollow, 100 Chinese.

The Chinese transport Knoong Wai reports: Had moderate N.E. monsoon and fine clear weather throughut. The British steamer Denbighshire reports: Experienced fresh to strong monsoon and

fine weather throughout the passage. On the 29th December, spoke the steamer Flintshire, and a Glen-Line steamer bound

The British steamer Hector reports Light Northerly airs and fine clear weather throughout.

CARGOES. Per American ship Titan sailed 18th Dec. For New York, U.314 pkgs. Crackers, 4,486 rolls Matting, 1,704 pkgs. Tes. (un-known), 895 cases Fans, 700 cases Cassis. 500 pkgs. Preserves, 500 bales Cassia, 200 cases Jose Sticks, 200 pkgs. Canes, 50 cases Essential Oil, 50 bales Rattans, 25 pkgs. Merchandise and 12 cases Chinaware.

Per S. S. Glencos, sailed 24th December -To London, 2,536 hores Tes containing 21,869 ths. Congou, 30,387 the Scented Caper-total 52,256 the Tea. From Manila, 4.723 bales Hemp and 256 bags Coffee.

POST OFFICE NOTICES. MAILS will close:-

For STRAITS & NEW YURK. Per Claymore, at 4.30 p.m., on Saturday, the 2nd January, 1886, instead of as previously notified.

For SWATOW, AMOY & FOOCHOW.-Per Douglas, at 5 p.m., on Saturday, the 2nd January, 1886. For STRAITS AND BOMBAY .-

Per Zambesi, at 2 p.m., on Wednesday,

MAILS BY THE BRITISH PACKET.

the Mails, &c.

the 6th January, 1886.

The British Contract Packet Mirzapor will be despatched on TUESDAY, the 5th January, with Mails for the United Kingdom, Europe, and countries beyoud, vid Brindisi; to the Straits Settle ments, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing

MAILS BY THE FERNOR PACKET .-The French Contract Packet Natal the 12th Jenuary, with Mails to the beyond, vid Naples; to Saigon, Straits ... Settlements, Batavia, Burmah, Ceylon, India (via Madras), the Australasian Colonies, Aden, Natal and the Cape,

Egypt, Malta, and Gibraltar, The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE ENGLISH MAIL The following hours are observed in closing Mails, &c., by the British Contract Packet :-Day of Departure,-Noon. -- Money Order Office closes.

Posting of all printed matter and 3.10 P.M - Letters may be posted with Late Fee of 10 cents until 3.30 P.M.—When the Post Office closes

MEMOS. FOR TO-MORROW. Shipping.

Daylight .- Diomed leaves for London. Daylight .- Woosung leaves for Australian Ports via Singaporo.

General Memoranda. Local Banks close.

Interest Warrants of \$5 per Share of Canton Insurance Office, Ld., will be issued. | quiet. SUNDAY, January 3 :-Goods per Flinishire undelivered after this date subject to rent.

Monday, January 4:-Claims against the Flintshire must be sont in to Messrs Adamson, Bell & Co., on or before this date. Goods por Steamer Yangise unclaimed after Noon subject to rent and landing charges at I cent per package per diem. Goods por Glenariney undelivered after

this date subject to ront. JUST LANDED

A LARGE SUPPLY OF PURE CONFECTIONERY.

comprising: PINE, WHITE AND BROWN SUGAR CANDY, CHOCOLATE CREAM, DESSERT CHOCOLATE, NOUGAT.

Toffee, Barley Sugar, Lemon Drops, Pralines & la Rose, COMPITS, AND SUGARED ALMONDS in great variety.

MITED SWEETS. CRYSTALLIZED APRICOTS, STRAWHERRIES, GERENGAGES, CHERRIES, &C. METZ. FRUITS. CARISBAD AND ETRAS PLUMS

A. S. WATSON & Co. HONGKONG DISPENSARY. Hongkong, November 24, 1885.

The publication of this issue commenced at 7.45 p.m.

The China Itlail.

HONGKONG, WEDNESDAY, DECEMBER SO, 1886 TELEGRAMS (Via Southern Line.)

PRESIDENCY OF THE PRENCH REPUBLIC LONDON, 29th Dec., 1885

M. Grevy has been re-elected by a large majority. President of the French Republic for a term of seven years. The Right of the Chamber mostly abstained from voting.

LOCAL AND GENERAL.

PASSED SUEE CANAL OUTWARD BOURD :- Oxfordshire, November 13 ; Lennoz, Nov. 17; Numida, Nov. 20 ; Ascalon, Orontes, December 1 Sarpedon, Palamed, Doo. 8: Anady Glauous, Pandora, Apran, Dec. Glenfinlas, Oopack, Murklane, Dec. 18 Orestes, Freje, December 22 : Benarts Djemnah, Merimethshire, Stentor, Rho sina, Morie, Dec. 29. OMEWARD BOUND :- Nestor, Port Philip

Dec. 15; Olympia, Dec. 22; Achilles, Gleneagles, Peiko, Dec. 29. The next English Mail, per the P. & C

instant, and may be expected here on Truth. the 1st January next

Singapore for this port on the 24th inst, and man be expected here on or about the 1st January next. left Singapore on the 26th instant, and may be expected here about the 2nd

January next. The China Navigation Co.'s steamship Hangohow left Singapore on the 28th instant, and may be expected to arrive here on or about the 2nd Jan. next.

will be due here on the 2nd Jan, next. left Singapore for this port on the 27th Dec. and may be expected here on or about the 4th January.

E. & A. Steamship Co.'s steamer Menmuir left Sydney for this port on the 15th instant, and may be expected here on or about the 7th January next. The Pacific Mail steamer City of Peking left San Francisco for Hongkong on the to arrive here on or about the 7th

The German steamer Falkenburg left Singapore for Saigon and this port on the 17th Desember.

January.

Jonquieres, arrived here to day from Amoy. to harbour to-day.

THE English Mail of the 24th November will be despatched on TUESDAY, was delivered in London on the 28th inst. United Kingdom, Europe, and places THE following steamers have arrived Home Queen's performed a choice selection dufrom China :- Glenogle, Pembrokeshire, Benvenue (at New York), and Stephan,

WE note that Major Edward Lovegrove, of

the Northamptonshire Regiment, retires from the service, receiving a gratuity. We may note that the thermometer at the Peak has been down to 46' over night and

that at the Race Course in the morning to

Wa have to acknowledge receipt of a very 2 P.M.—Registry of Letters ceases, neat and artistically designed Calendar for 1888, with revolving date discs, from Messra 8 2.x. Mail closed, except for Late Watson & Co., of the Hongkong Dispen-

the Bench at the Magistracy thus morning but as you will probably republish it there in place of Mr H. E. Wedebouss. No thereto suffice it to say he pulled to process. 3.40 P.M.—Late Letters may be posted in place of Mr H. E. Wedehouss. on board the packet with Late

Among the quartermasters of the Ordnance Store Department who have been granted the honorary and relative rank of Captain in the British Army is Mr. J. Kennedy-Edwards, at present stationed here.

Consols were quoted yesterday at 998, and French Rentes 1091. Discount, Bank, 4; Market, 3. Exchange on Hongkong, 3/31. Tea Market closed for holidays; and Silk

THe Prince of Wales, president of the Indian and Colonial Exhibition, has approred of the Journal of the Society of Arts becoming the official organ of the Exhibi-

CAPTAIN Seymour Dacres, R. N., will proceed from Brindisi on Nov. 30 for Hongkong, to take over the command of H. M. S. Constant, one of the vessels of the China Squadron.

CAPTAIN Francis Durrant, C.M.G., has been appointed to the command of her Majesty's ship Ajax, 6, first Reserve ship at Greenock, in the room of Capt. Edward S. Adeane, C.M.G.

The following naval appointments have been made .- Naval Cadet Hon, Edward S. H. Boyle, to the Audacious, additional; Chief Engineer Nicholas Meaden, to the Linnet. Frederick C. Grant, boatswain, to the Victor Emanuel, for Hongkong Yard.

This morning, on the motion of the Attorney General (the Hon. E. L. O'Malley), Mr John Francis Webber was admitted by the Chief Justice (Sir George Phillippo) to be an attorney and solicitor of the Supreme Court. Mr Webber joins the office of Mr C. Ewens.

THE U. S. corvette Omalia, 2,400 tons, 12 guns, arrived here to-day from New York, which port she left on the 12th August, and ports en routs. On her arrival she salutedthe port, Admirals Hamilton and Rieunier, and Commodore Morant; salutes being fired in reply by the shore battery, Audacious, Turenne, and Victor Emanuel. The following is a list of her officers, as taken from the Straits Times :-

Captain, T. O. Selfridge; Lieut.-Commander, F. Courtis; Lieutenants, W. W. Gillpatrick, A. Mertz, M. S. Shufeldt, W. Winder, and C. M. McCartney; Ensigns, C. H. Harlow, H. G. Dresel, L. S. Van Duzer, and G. W. Brown : Chief Engineer. G. W. Magee : Passed Assistant Engineer, G. B. Ranson; Assistant Engineers, C. Carr and W. D. Wesver : Paymaster, G. H. Griffling; Assistant Paymaster, H. D. Alexander : Surgeon, E. Kirstner; Chaplain, C. Q. Wright; let Lieutenant Marines, P. St. C. Murphy; Midshipmen, J. J. Tawressy, Joseph Strauss, D. S. Nes, and G. R. Evans; Boatswain, J. J. Killin; Carpenter, J. E.

THAT good old saying that the Tories are the stupid party is certainly borne out by Co.'s steamer Venetia, left Singapore the statistics which have just been publishfor this port on Saturday, the 26th ed of University honours as distributed inst., at 3 p.m., and may be expected amongst parliamentary candidates. There here on or about Friday, the 1st are altogether 193 Oxford and Cambridge men standing, of whom 126 are first class men. But of this select band, no less than Union Line steamer Mosser left eighty-nine are Liberal, leaving only thirty-Singapore for this port on the 24th soven to the credit of the Conservatives .-

a S.S. Iphigenia, from Hamburg, left Truth defends the Prince of Wales from the charge of gambling lately made against him while staying at Buda-Peeth :- Com-The steamship Taisang, from Calcutta, pilers of the London correspondence, which appears daily in a dozen provincial newspapers, have thought proper to circulate a wild story that the Prince of Wales amused himself by gambling when he was in Hungary, and that he brought home with him heavy winnings from the tables in the Casino at Buda-Peath. These state-The O. S. S. Co.'s steamship Bellerophon ments are pure fiction, for I am in a posileft Singapore on the 26th inst, and tion to assert confidently that, as a matter of fact, the Prince never touched a card The Shire Line steamship Cardiganshire, while he was in Hungary. It is really most from London, Hamburg and Antwerp, discreditable that the Editors of respectable journals of wide circulation should recklessly publish such mischievous and offensive inventions without taking the least trouble to ascertain whether they do not spring from the hare-brained regions of imaginative gossip.

THE Calcutta correspondent of the Rangeon Gazette, in describing the Scotch festival 9th December. She may be expected in that city on St. Andrew's Day, says :-After an interval of two years, the Scotchmen of Calcutta again met in the Town Hall on St. Andrew's day to celebrate their annual festival. It was the centenary dinner in India, the first on record having been held in Madras in 1775. Co-THE French gunboat Aspic, Commander vers were laid for 180; the arrangements were excellent; the dinner was supplied by the Great Eastern Hotel, the long menu generally provided at public dinners hav-H.B.M's turret ship Agamemnon returned ing been curtailed to a substantial simplicity; and the same good taste was noticeable in the decorations. The gallery was fitted up for the accommodation of ladies, number of whom attended to listen to the speeches; they were afterwards supplied with supper. The splendid Band of the ring the evening, but best of all and dear to the hearts of Scotchmen, Pipe Sergeant-Major Fraser and Piper Gordon of the Seaforth Highlanders played at intervals, the National music awakening many a reminiscence of that-

Land of brown heath and shapey wood.
Land of the mountain and the flood:
Land of my sires; what mortal hand.
Can e'er untie the filial band
That knits me to thy rugged strand!

The Chairman was Mr J. Keswick, who is about to leave the country shortly for good and who will be greatly missed by everyone. The croupler was the Hon'hle George Irving, and the Hony. Secretary Mr C. L. Johnstone. Some twen y guests were invited, including the Lord Bishop of

After the tossts of the Queen Empress, The Prince and Princess of Wales and other members of the Royal Family had been drunk amid-enthusiastic cheers, the Ma N. G. Mitchell-Innes took his seat upon land we live in. His was a capital speech.

Fee of 10 cents until time of cases of any public interest were before the the absurd speeches lately made by Lord Bigos in England, Every con who has

administration of Lord Ripon, aspecially during the last two years of his Vicerovalty. endersed the expressions of Mr Keswick by continual divers. The hit, however, was the remark that there was one not of the foreign policy of the late Liberal Government which redounded to their credit. but for which neither Liberals nor Conservatives had expressed sufficient gratitude. and that was the removal of Lord Ripon from this country before our relations with Russia became so much strained. Lord Dufferin was highly praised; he was described as a Viceroy who has the welfare of the country at heart; who will assiduously promote the interests of its teeming millions, and scrupulously ma ntain the safeguards necessary for the permanence of the British Empire. During his speech ho read out the telegram announcing the fall of Ava and the news was received with terrific cheering.

RATHER 1 good story used to be told of a rare old Irish judge on the north-west ready. circuit, who loved the hunting field more than he did the court-room. His o'erk was like-minded, and a joyous pair they made. One fine morning the clerk whispered to the judge, 'Yer honour, old Billy Duane's meet's to day at Ballykillmulligan, an' they've a fine dog-fox.' 'How many's in the dock ? asked the judge, excitedly. Twenty, for rioting, and breach of poace, yer honour." out a jury trial, and me to let him off with a week in gaol? . The easiest thing in the say, Tim, tell Jerry to saddle the mare meanwhile. The twenty Fenians were brought into court-a defiant gang, ninetoen of them prepared to fight with counsel and a jury to the bitter end. The twentieth had been interviewed by the clerk. He was called. Guilty or not guilty of the crimes charged?' demanded the judge, with a propitious smile. 'Guilty, yer honour, said the crafty prisoner, Well, said the judge, glancing benevolently about the room, 'I fancy I can let you off with a week. The man thanked the judge and stepped down to the bailiff. There was a terrific sensation among the other defendants. Why, none of them expected to get off with less than five years limbo. Here was a chance to profit by 'his honour's 'pleasant mood. One and all example of their comrade, and acknowledge the crimes in a batch. 'Do you all plead guilty?' demanded the judge, eagerly. We do !' shouted the enthusiastic nineteen in chorus. 'Fourteen years' transportstion apiece!' exclaimed the judge, with a olick of his jaw. Lerry, is the mare saddled yet?

THE N.-C. D. News of the 24th instant gives the following further details regarding the collision between the steamers Claymore and Sucz at Shanghai :-

A rather serious collision occurred on the river yesterday afternoon between the steamers Claymore and Sucz. The former vessel was anchored in No. 9 section, and the latter, having discharged her cargo at the Old Ningpo Wharf, was being towed by the Samson to the New Dook. At this time, about half past one o'clock, the tide was running flood, and in crossing the river, the Suez was carried on top of the Claumore, striking the bows of the latter and injuring herself abreast of the mainmost on the starboard side. She then dragged along till her propeller got foul of the Claymore's cable, remaining at right josses, numering from forty to fifty, and angles to that vessel. As soon as the latter let go his port anchor, but the two vessels ever, of the class or dimensions usually accident happened, the Captain of the Suca remained in contact for some hours after | seen in joshouses, but partake more of a rent in the side of the Suez about eight feet long by two feet broad at the widest part. As a portion of the rent was below the water line, the water rushed in, but the hole was soon plugged with canvas and whatever else was handy. At the same time, the steamer took a list or was listed to port, and this brought the fractured part above the water line. Some of the woodwork of the Sues was damaged, but not were collected by presented by Mr H. L. seriously. The Claymore does not appear | Dennys. to have received much injury. went to the assistance of the interlocked steamers, while the Curmors got up steam. The Suez was subsequently towed to the New Dook.

THERE is no doubt that the remarks of the Shipping Gazette which are appended are

not far from the truth }work, the men to whom their property has to be entrusted, are too often thoroughly unsatisfactory. We are not going to press the mountain cir, which are at present in reflects the greatest credit upon all concern- it gives England a route which, as it is the old and perfectly sound contention that since the Board of Trade prohibits shipowners from employing anybody as master who has not been examined and approved visit the sins of captains upon the owners. The mischief is not by any means, nor even vessels. Crews have been steadily deteriorating year by year, and much of the outery against undermanning is due to the fact that it requires more hands now to perform a given smount of work than it did, say ten years ago. It ought to have been quite the reverse, since steam has acquired a virtual monopoly of the carrying trade. Not only have the crews deteriorated woefully, but it is very much to be feared that the class of men who are workis not so good as it once was. The returns issued during last year's agitation by the that reckless navigation is on the increase. The great majority of strandings and collisions are due to errors of judgment or mistakes in navigation which shipowners cannot possibly guard eagainst, and which must seriously affect their pecuniary interest even if they were insured to the full value of the ship. So far as we could gather from the summary of the evidence given before the Royal Commission, there was lection. next to no mention made of the serious significance and importance of this fact, the reason probably being that the root of the mischief is at the Board of Trade. examiners entrusted with the duty of ing the competency of candidates masters' certificates are far too lax. There design. be. The market is overstocked. There are scores upon scores of masters walking to do, and with no immediate of even remote prospect of getting anything to do. would be a great gain to the cause Mr with was of a finer nature, principally itself is constructed of teak wood. Chamberlain says he has so much at heart.

certificates to raise the standard pretty

considerably for the next five years.

CITY HALL

The Exhibition of the various products, manufactures, models, &c., collected by the Hongkong branch of the Indian and Colonial Exhibition for despatch to London this morning. The greater portion of the first appointed having given up the underexhibits were displayed in St. Andrew's taking. The collection includes twenty- ed comprise a wonderful variety in make mean that Hongkong would be within about-Hall, which was fairly will filled with the three specimens of bamboo grown in the and colour. The r lls are arranged in the same distance of time from London by miscellaneous articles selected, though the Colony, in lengths of about six feet; bam- three tiers so as to show the pattern and this new route, as it is by the Canal-Brinspace at command would have contained boo chairs of various shapes and sizes; colours of each specimen. There are in all disi route, so far as mails are concerned; collection exhibited does not, as has been portable, of bamboo; a model of a bamboo | Mr Deacon has exhibited a very fine col- by the Pacific route by several days. In announced, comprise anything like the bridge, about five feet by one foot, con- lection of butterflies, moths and beetles, all whole of the goods to be sent to London, structed to scale; and a very fine model of caught in this Colony, and comprising a as many of the articles and products, for bamboo scaffolding erected round a granite great many species and varieties. These are the Bazaar in particular, have already been pyramid some eight feet high. The latter very neatly arranged in two long glass forwarded, and others are not yet quite model was constructed under the superin- cases. A large and well chosen collection of

been fixed for the display of the very com- ly interesting as showing the many and Afong, the photographer, and should give plete exhibit of Chinese junks, fishing diversuses to which this wonderful product, our friends at home a good idea of the boats, sampans, fishing nots and tackle, and of nature (the bamboo) is turned in the outward appearance of the Island and its fish, presented by the Hongkong and Far East. Whampon Dock Company. This collection In the upper corner of the Hall on the contributed a very next assortment of caris one of the very best things in the Er- right hand side is placed Mr A. Denison's penters, masons quarrying and blacksmiths' hibition and is probably the most complete very clever model of the Colony, which tools, and also some fifteen specimen can get the first fellow to plead guilty with- of its kind over made. The models of includes the Island of Hongkong, several blocks of granite of various colours, quarried junks are most accurately made, with their of the smaller outlying islets, the poninsula in the Colony. A collection of Chinese world, answered the manufactured come and appurtenance copied from the originals, on a scale of eight inches to the mile and in with some specimens of native art on riceand comprise specimens of these vessels about nine feet by six in size. The relative paper are also exhibited by Mr Coughtrie. tow. Ningpo and other, coast rorts. The the model. The roads are accurately mark- eral use by the Chinese population, purchasfishing boats also represent all sizes ed and the chief blocks of houses in the ed by the Commission, are a rice-pounding used by them in their work are all so the Peak has temporarily been taken boards, and a fine collection of the iron manifested an earnest desire to follow the | with their different styles of motive power, | preparation, will greatly increase its usesails, oars for pulling or pushing, and fulness. yuloes. Ois of the prettiest and best finished amongst the models is that of a neatly-executed facsimile of a nine-storied terior fitting and luxurious accommodation compound, situated near Canton. war junks and despatch boats, selected

from the Dick Co.'s collection, are placed silver bullion upon silk, was presented by a near the edrance to St. Andrew's Hall, number of members of the Kin-tso or Conand are ver fine models of the class of tractors' guild, whose names are as follows vessels represented, every detail, even to Chan Tsan, Young Ting, Chan Hok, Young Ting, the uniform of the crews, being carefully Lok, Teo Yuen, Wong Tai Leung, Yee carried out. There can be little doubt that Hing, Ro Chiu, Yeung Sal, Tsang Yee, this fine colletion of native craft will form | Tuk Yuen, Teang Team, Sun Shing, Leung one of the met interesting features in the | Wan, Tsang King, Tang Shing, and Tay Hongkong chibits to our friends at Home, Lee. and those imprested in such matters.

In entering St. Andrew's Hall, the sist of a election of Chinese idols, or The force of the first blow made the nature | household gods. The bril liantly colored and gilt images are displayed upontwo high corner-whatnots of many shelve constructed of bambuo, and upon a large antelboard displaying some beautifully erbroidered valances and drapery presente by Mrs Barff. The josses

> Next comes a longkong-built Jinricksha the St. George Hall, and the inclusion of ed in its construction.

well-finished seples of their kind." work-table. legs of which are made of Queen's Rober the exhibitors of this col-

if the Board of Trade were to direct all the porcel/years, plates, brains and cups. work of examining candidates for masters.

the department.

bamboo specimens and manufactures has of the better class containing a fine display uo less than two days' difference in favour been superintended lately by Mr A. B. of Chinese matting, exhibited by Tuck Loc. of the boats from British Columbia. If Westland, Acting Superintendent of the Pavilion itself is very prettily con- this be so, and the new steamers are of Botanical Department, the committee at structed and ornamented with gilt carvings great power, the run can, of course, be aca still larger assortment of goods. The an artist's easel, particularly light and over a hundred varieties of matting shown. In St. George's Hall two long tables have Palmer). These two models are particular- Colony are exhibited by Mr Coughtris and

which visit the port from Canton, Swa- heights of the hills are easily apparent on Amougst the otensils and articles in genand descriptions of craft of this class, and town, the various villages, and the houses machine, samples of weighing sticks, scales, curately represented. Even the fish away for alteration, but will be affixed pans or bowls used for cooking, ranging caught in the waters around the Island again. The ships in the harbour are also from six inches to three feet in diameter. have been represented by models from half represented by small models. The model an inch to two inches in length. The has been most carefully executed, and which we have not space to numerate, we sampans and pull-away boats, all manned, should gave a fair idea to those at home of may mention a fine specimen of the native show every class of small craft to be found the form and size of our little island mason's art, consisting of a mythological in our harbour and in the Cauton River, home. A key to this model, which is in group, representing the sun and moon, of-

Next to the model of the Island is a very Canton Florer boat, with all the usual in- Pagoda, with a monastery in the same, to which allvisitors to the City of Rams are | model has been very carefully executed by familiar. Two stands, exhibiting Chinese Chinese, and, together with a magnificent banner screen, embroidered in gold and

The next object of considerable interest is the beautiful model first exhibit to the right hand con the Kowloon Docks, presented by the Dock Company and planned and constructed under the superintendence of of various size. None of these are, how- Mr J. R. Mudie, supervisor of works the new Admiralty Dock. model has been made to a scale of onetenth of an inch to the foot and is an exact copy of the deck premises, with the exception that the Admiralty Dock now in course of construction is represented as completed, and occupied by H. M. S. Agamemnon, will be opened throughout early in the The model represents after the Admiralty spring. Hitherto the main line of commu-Dock a large slip to the left with a steamer | nication between Europe and Asia, across lying upon it and at the back the dwelling | the American Continent, has been by way of houses of the European foremen. Next to New York and San Francisco; and as an these come the saw mill, and wood and alternative route to that by the Suez Canal, in working ordermanned by three models coal sheds, then the larger of the two this route was regarded by our friends in of coolies in whil uniform, with the usual docks in use, with a steamer docked. Be- Japan as possessing nearly equal advanred waist-band gi bamboo hats; a private | tween this and the smaller dock, which is | tages with the Canal route, until the recent ricksha, evident. The models have been occupied by a sailing ship, are the engine disorganisation of the mail service consevery fairly consticted, but they are rather shops, then two more slips, while at the quent on the difficulty raised between the too pale and cler in appearance to be really back are the new boiler shop (a spacious Pacific Mail Steamship Company and the When shipowners are held up to public lifelike. Incomption with this exhibit there and massive building just erected), the U.S. Postmaster General. The new route opprobrium because they are unable to pre- are several spectacis of sedan chairs, include blacksmiths' shop, and old boiler shop, from England to Japan, China and India, vent a considerable loss of mie at sea every ing the spacie and heavy closed-in chair The design has been most accurately and across the Canadian Dominion to British the instruments with which they have to used by wesly Chinese, ladies rattan minutely carried out, even to the modelling Columbia, will be important politically as chairs, the usual pensed street chair, and of the vessels in dock, the sheers, &c., and

which in the cibits to be despatched is On the left hand side of the hall, near mand throughout a route which, indepenunder considerate. We understand it is the upper end, stands another of the dent of any hostile or accidental block of by the Board, it is not a little unfair to intended to he constructed four more most perfect models exhibited. This is the Suez Canal, will ensure safety to her models of cooli carrying a sedan chair. the model of a Chinese modicine and communications with India and the Further chiefly, confined to the case of masters of This exhibit of lan chairs has, we under drug shop, copied from an existing in East. Commercially, this new line across stand, been sufintended by a lady resi- stitution near the Queen's Road. The the Dominion of Canada will give an dent. All the him selected are good and model has been constructed by Achee & immense impulse to the development of The rattan anufactures, which come whom it is presented. The design has next in ordegive a good idea of the been carried out in the interior as well as number and lety of articles in use by the exterior to the minutest particular, Europeans the are constructed in the and all to scale. The rooms on both the Colony from a useful material, and in- ground floor and upper story, including, ing their way up as first and second mates clude chairs various designs, tables, beside the shop, accountant's room, conbaskets in al haginable shapes and sizes, sulting room, sitting room, kitchen, cook trivances in a collection is a fancy tripod of the original, and a view of the interior bamboo andie top, with a lid, or cover, ing up the back wall of the house formed fromvo inverted ratten hats, as which is divided in two. It gives worn by cles. The Tai Loong shop, capital representation of the minage a first class Chinese tradesman's establishment. The details have been so far carried A fine action of rough earthenware out that the miniature cannisters and porcels purchased by the Commis- drawers have been stocked with real drugs. sion, is vertell displayed upon an orna, the counter in the shop bears the inevitable mental parn-shaped stand, of European counting board and files of paper, the fillers in height. The lower accountant's room contains a complete set is not the smallest reason why they should tier is oched with the commoner and of books, the usual household josses are heavier co of earthenware made in the found in their places and almost every other up and down the streets of Liverpool and Colony, A as flower pots and stands, detail has been accurately carried out. The of Tyneside towns with nothing whatever water ket, chimney ornaments, Chinese work has been done by men of all trades, figures, ses &c., in great variety of form each of his kind, and the whole is a perfect It would be a blessing to these men, and it and cold while the upper tiers are filled work of art. The model of the building

Another model, of a temporary theatre, examiners entrusted with the important. The se has been very artistically con- such as is annually constructed at the Man structiand with the good display of por- Mo Temple, it also exhibited. The work in colsing collected and arranged upon it this is in the usual Chinese style and re-

had a personal experience of the mal- THE COLONIAL EXHIBITS AT THE should prove a most attractive feature of quires no special notice. One of the pan have an advantage of say twelve degrees to distinguish between it and the present A large and comprehensive collection of klosk or pavilion in purely Chinese style, San Francisco; and that is asserted to mean

> tendence of Mr C. Palmer (of Bird and photographs of scenes and sights in the inhabitanta. The Surveyer General has

the various descriptions of nets and tackle at the Peak are indicated. The flagstaff at weights and measures, brassware, counting in the direction of abandoning rather than occur, was the Glenfruin on the North or marking on the question of the look outs. Amongst several other items, all of fice, age and youth, and two lions, carved from blocks of solid granite, and particularly will continue to be delivered as punctually eral character in this respect. Nearly the fairway, which he did not admit, was well executed. Another item is a curiosity said to have been dug up in the Sun-ning lihood of the speed being accelerated; and whatever point of view tley saw it; it district, resembling an intricate blackwood carving of strange design, which throws off a pleasant odour. There is also gram, after the style of a weather chart.

showing the rise and fall of the shipping

tonnage which has entered harbour an-

nually during the last score of years. Though the various exhibits mentioned above do not comprise all the articles to be sent to London, there are quite sufficient, places South of Shanghai. With a weekly the cut in the stringer plate hat she must and they have been so arranged in St. Andrews' Hall as to make a visit there interesting to most of the community. About two hundred visitors were present at one time this afternoon and we believe it is the in the event of any serious detention on tion to his assessors whether it was posintention of Mr Wodehouse, the Hon. Secretary of the Commission, to continue the display of the exhibits for a few days if it is countries of British North America with four points off and be heading E, or nearfound that the public display an interest in the undertaking.

THE CANADIAN PACIFIC ROUTE

TO ASIA. Although the regular railway service from the Atlantic (Halifax) to British Columbia (Port Moody) has not yot been permanently established, the line is now completed, and well as commercially. In a political sense confined to her own territory, she can com-

Co., under the direction of Dr Ho Kai, by her American dependencies; while its of speed, taking every precaution; and shortness will ensure to England a good that the collision was caused by the Ca- had ever come up that fairway at hal speed. share in the carrying trade now passing where she had no business to be, in steamers slowed to half speed who they from West to East and East to West. It stead of entering the channel by a more got to Green Island, or even before. They is announced that the Canadian Premier open and safe passage to the eastward, could not get to their buoys. The Grafrain (Sir John Macdonald) has gone to London too abrupt an angle at too great a speed, feet. to arrange the details of the new system, passing so close to a much larger steamer as the Postmaster General has notified that the Comorta was that there was no other General said he would have to ask his Lord-Wreck Commissioner, where the causes of flower stands pols, trays, fenders for ships house, bed room and store room, are all the British mails will go by that route channel open to the eastward or westward ship to reject some of the propositions put casualties are enumerated, certainly shows &c., &c. Opf the most ingenious con- arranged and furnished in exact imitation early next summer. The Allan line of or any other direction; there was none at forward by Mr Francis. In some points steamers which now have direct communication between Liverpool and Montreal, are sible precaution in going into the channel, the time of the collision was a very mport- Hongkong 30.41 58.061 spoken of as the connecting link on the at the lowest rate of speed consistent with ant question in the determination of the Home side ; and the Canadian Pacific Railway Co. -purpose establishing a direct line of powerful steamers between Port Moody (British Columbia) and Shanghai, calling only at Hakodate. A promise is held out that the voyage will occupy only thirty days from London to Shanghai by this route, so that steamers of great power will be required for the service, as the time stated gives no more than at the most 17 or 18 to keep to the South side of the channel. South side of the channel, to know how days for the run across the Pacific (and the Supp sing the Glenfruin had not been there, long before the collision occurred they saw. call at Hakodate) to Shanghai. Probably 300 miles are saved by the new line across fairway without passing out of the could only have seen the nose of the Cathe Dominion, as compared with the old southern side of the channel, within morta when she rounded the bows of the route from New York to San Francisco; The case, as His Lordship had remarked is she saw her coming out from behind that is from Liverpool to the Pacific at the close of the proceedings the day the Khica more or less 1100 feet off, tance, curlously enough, is said to Francis, intended to rely on the ruling of had made a good deal of the fact that so quality rain, s suow, thurder, o visibility, be made in the voyage across the Pacific. his Lordship in the case referred to, and he many of the witnesses in describing the po- | w dew (wet).

certainly be the nearest for Shanghai, and even for Hongkong, if present arrangements only are to be considered; and the quesexpense, or of increased subsidy.

mail from and to Europe independently have gone off three or four ponts between of the new Canadian line to Shanghai, the that time and the collision, making her the newly-opened route can be no more to course almost due East, and by going us then an alternative means of communi- straight on that course she could not cation for Japan and the North under have come into collision near the Iolani. ordinary circumstances, and for Hongkong He would ask his Lordship to pit the questhe Mediterranean line. For the opening sible for the Camorta running within 70 up of the resources of Canada and the and 80 feet and on nearly the ame line as Eastern world, and for linking the great the Khiva to have gone between three and those of the Australians, it will prove to be ly E. at the time of the collision, and at a great event-a new departure in the the same time have come invicollision federation of the Empire. As we have within 70 feet of the Iolani. Vir Franhinted, the political effect of this new c's then proceeded to deal with the route will be to strengthen our hold upon India, as it completes another chain round that all the evidence went to showthat the the world, where British links are every-

SUPREME COURT

IN ADMIRALTY. Before Sir G. Phillippo, Chief Justice, Asisted by Command-r Davis, R. N. Daring, and Lieut.-Commander Farguhar, R. N .. " Vigilant," as Nautical Assessors.) Wednesday, December 30.

\$1,005,000. NETHERLANDS INDIA STEAM NAVIGATION 00. w. s. s. 'GLENFRUIN,'-- 270,000.

SULTS 24 AND 25. The Attorney General (the Hon. E. L. O'Malley), and Mr A. J. Leach, instructed by Messra Wotton and Deacon, appeared for the Glenfruin, and Mesers Francis and Baily, instructed by Messrs Sharp, Johnson and Stokes, represented the Camoria.

These suits arose out of a collision which occurred in Hongkong harbour between the British steamer Glenfrum, of the 'Glen' Line, and the Dutch steamer Camorta, of boats always moving about, Captan Northe Netherlands India Steam Navigation man had no business to go down Co., on the 17th October.

The hearing of the case was concluded to-day, when counsel on both sides addres-

Mr Francis, in opening, said this case. probably the most important case ever heard in the Admiralty Court of Hongkong, Mr Francis submitted that in a hannel was begun on the 14th December, and had liable to be crossed at any moment, and lasted ten days. The case put forward by perhaps to be used by some other teamer the Glenfruin was that she was rightfully going out, a steamer should go at speed coming down the proper side of the chan- in which she could easily be pulled up. nel, the starboard side, at a reasonable rate | Half speed was fast enough morta coming into the fairway, a fairway and through her entering the channel at could not have pulled herself up h 1100 that she could not be seen. The case for all, the inshore channel being at that time he agreed with him. He entirely agreed closed with junks; that she took every pos- with him that the position of the hips at seen the Glenfruin earlier than they did, har- that all the other questions turned upon ing to look through the masts and junks that question; as for instance the queslengthwise. They further said they were ju- tion as to whether or not the ourse of stifled in going as close to the Khiva as they the Glei fruin before the collision was to did and that they would have been entirely the North of the fairway. He agreed in the wrong if they had gone closer to the with him that the most important evithey did it was their duty to look out for collision occurred was the angle in the vessels on their sterboard side, to look out stringer plate, and he also agreed with him for vessels coming into the harbour, as it that it was a most material point if, as the the Camorta, at the rate of speed she was the Camorta. If, as the Camorta said; going at, could easily have passed into the the Glenfrich was on the South-side she before yesterday, was one with which very she must have been, if anything, on the

His Lordship said he did not quote it as an authority; he did nut remember the facts of the case and there might have been something more than he remembered which

nduced him to decide as he did. Mr Francis said he took it that the broad principle upon which his Lordship decided the case was that where there was a fairway, where vessels were moving about not apply in the harbour.

addited to suit circumstances

as hitherto. On the expiration of the pre- every one of the witnesses spoke of the in possession of the fairway and was not sont contract in 1888, there is every like- collision with reference to the Khiva from bound by the starboard rule at least as regards vessels coming into it from the side. rumour has it that the great P. & O. Com- centred round the Khiva, and not round pany which now carries the mails is arranging | the Iolani. It seemed stringe that if the for the construction of twenty steamers in collision was within 7 feet of the Iolani order to meet all demands. So long, there- that not a single witness spoke of the fore, as the Suez Canal remains open, the Iolani except the chief office of the Khiva. communications by that route will be more The angle at which the vesiels struck was reliable for goods than even the alternative proved by the plate of the Genfruin, inderoute by the Canadian Pacific, where the pendently of witnesses, to be a angle of 48 snow must now and then be a considerable degrees. All nearly agreed that the course drawback; while, so far as mails are con- of the Camorta when first see was parallel OPIUM-New Patna, cash,... 5621/5671 cerned, the Mediterranean route will al- with the way in which the Kara was headways be the best for Hongkong and all ing, and he argued that from the angle of

evidence in detail on this point arguing collision occorred nearer to the Kiva than where to be found, both in war and in the Iolani. Mr Francis next arged that the Glenfrein was going at a much greater speed than three or four knots. It there was any fault at all in the look of of the vessels, it was in that of the Glenfain, but he submitted that whether the was a good look out or not, that was note blame for the collision. The collision we due to the Glenfruin being on the South sie of the channel, and Mr Francis asked it was n likely that a man who was so incatious as to put his vessel full speed ahead wen only

alf way down the channel, beforthe had a got past the junks and sampans would be likely to care much what side of th channol he was on. Captain Norman vis condemned by the inconsistencies in hi statements as to speed and course ad the entries in his log books.

His Lordship asked Mr Franci if he contended that going down the falway at six or sev. n knots was an excessive peed. Mr Francis said he did. It was fr more than was necessary for steerage wy, and he submitted that in a harbour lie this. filled with steam launches and jura and

the chapnel at full speed His Lordship-In the rivers at Heme, the Thames and the Tees and other six or Hongkong Observatory, Dec. 30, 1885 seven knots is not an excessivespeed and they are much more crowded tun our

His Lordship said he did not tink he Mr Francis said that the largest class of

An adjournment was here made in tiffiu On the Court reassembling, the Atorney her having steerage way. They further said broad issue that lay between the prties in Shanghai . 30.55 35.0 80 that as the junks lay, they could not have the case, but he could not agree with him | Nagasaki . 30.42 ---Galveston. In passing into the fairway as dence as to the direction in which the would have been the duty of these yessels | Camoria alleged, the Glenfruin was on the 150 feet of the bows of the Khive. Khive just before the collision, whereas few cases in the books fitted; and he, Mr North aide of the channel. Mr Francis had lightning a overcost, p-passing showers, Steamers starting from Port Moody for Ja. thought he would be able natial actority attions of the vessels had referred to the T. Ran, in behow the the handreds

red from that that the ships in collision were actually nearer her than any other but he would say in answer to that that in the de benne case eximination for the defendant. the line of examination was taken up with reference to the Khivar and subsequent questions with reference to the Khiva were gradually developed, and anyone who looked at the plan would see that the Khiva was the most convenient and among other vessls in a harbour the rule of reliable starting point. The Attorney the road applicable at sea, that the vessel General then examined the evidence at which had the other on her starboard hand | considerable length, arguing from the comhad to get out of the way of the other, did parisons and deductions made that the Glenfruin had proceeded down the fairway His Lordship-At all events it must be on the North side, and that it was impossible for the Camorta to have turned round Mr Francis said he would therefore apply | the bows of the Khiva so closely at the that principle to the present case, and he Captain and officers had tried to make out, would submit that the rule of the road with and that she must have crossed to the reference to one vessel having the other on | North side of the channel before the colliher starboard hand did not apply, and that sion could have occurred. The evidence tions then for shippers would be the cost of the rule to be applied was the rule to be which was given on the other side was freight and safety of carriage,-the old con- applied with reference to fairways. There- given, perhaps by the most miscellaneous sideration of the least number of tranship- fore he would submit that the Cameria in collection of wi nesses, of trades and occupaments probably settling the matter of routes. moving into the fairway intending to go tions, ever brought forward in a collision In the ordinary course of events, the speed of eastward as she did was entitled to sup- cases; there were his learned friend Mr ressels travelling by the Mediterraneso and pose and to believe that the southern half. Baily, a land surveyor, two ship chandlers Suez Canal route will be accelerated to meet of the fairway would be clear for her to go and a boarding house runner, and really the demands of the time; and it is there- eastward, clear at least so far as outward the greater part of the evidence produced fore premature to put forward the Canadian bound vessels were concerned. His learn- against them was given by these. Mr Pacific route to India, or even China, ed friend had made it part of his case that Wohlters' occupation as a shipchandler against that by the Suez Canal. It has the Glenfruin was on the starboard part of was not likely to make him a reliable been said that 'the present schedule time | the fairway, and charged the Camorta with | witness as against others in a question of about 40 days between London and improperly passing over to the north side. of that sort. He argued that there Shanghai may be considered, in the present | Treating that channel therefore as a narrow | was nothing rash in Captain Norman deterstate of steam navigation, the some obtain- fairway, he contended that the Camerta in mining to go full speed ahead where he did able on a mail route running from West'to coming out from Jardine's wharf was when he had a perfectly open fairway for East. This opinion must have been en- entitled to consider that the south side of ome considerable distance. Whatever his succiated by our Shanghai contemporary it would be clear for her at least so far as rashness may have been he seemed to have mat-sails, rigging, guns, crew and every and of Kowloon. The model is constructed pigments, and artists' brushes, together of the News without sufficient considerthe P. & O. Co.'s and Messageries' fleets to the North side of the channel. seemed inevitable to the time the vessel was could certainly shorten that period by Mr Francis distinguished between the case beached everything was done properly. He several days, not to speak of vessels now at Gibraltar and the present one by saying commented on the erasures in the engineers' under orders for construction. The quest that if the Glenfruin bad been an incoming logs of the Camorta. He would not say what tion is one of coal and power, which mat- vessel the present case would have been they were, but they did not appear to have ters again are regulated simply by that of something like the one at Gibraltar. The been kept in a very trustworthy manner. most important issue, therefore, was, in and were not very reliable for the Cameria's The tendency of the time undoubtedly is what part of the channel did the collision case. They looked very suspicious. Reincreasing or continuing heavy mail sub- South? Almost every other issue involved he said that while it had been clearly sididies; and this consideration may render in the case was subordirate to it. He con- shown there was a proper look out on the the new route of more local importance to tended that the whole of the evidence colla. Glenfruin by bringing the men who were Hongkong than it might otherwise be. It ted and compared showel clearly that the on watch forward as witnesses, the look out may, however, be accepted as almost a Glenfruin starting from her buoy came men on the Camorta, the varrawiddis or certainty that the present contract, or a slong the South side of the channel, and whatever they were, had not been called. modified form of the existing arrangement, that the collision took place almost close to He further contended that the Camorta will be renewed in favour of the Peninsular the Khira, so close that according to a longht to have had a look out in the and Oriental Company; and as there is no number of he witnesses, all three steamers rigging under the circumstances. In conlikelihood of any change being made in the were in a lump, and the Khiva was clusion, he dealt with the legal aspect movements of the French mail steamers, the in danger of being injured by the t'a- of the case, arguing that the Glenfruin. probability is that mails by the Suez Canal morta. His first point was of a very gen- even if she had been on the South side of

Khina rather than any other ship, and infer-

the locus of the collision. The Court was then adjourned. Quotations. HONGKONG, December 30.

His Lordship said the Court would take

an early opportunity of going through the

evidence, looking at the charts and visiting

New Benares, cash,... 540 New Malwa, cash, 530/540 Allowance, Taels 20 3 40 Old Malwa, cash, 550 Allowance, Talls 24 @ 48 Persian, Oily, cash ... 475/500 Allowance, Tsels 16 @ 32 Persian, Paper tied,... 510/525 Allowance, Taels 16 @ 32

Exchange
Hongsong, December 80.
Bank, Wire, 3/34
Demand, 3/4
30 days' sight, 3/4
4 months' sight, 3/4
Credits, , , , 3/43
Documentary 4 months sight, 3/42
India, Wire, 2227
,, demand, 223
Shanghai, demand, 728
30 days sight, private 738
Gold Leaf 99 fine
Sovereigns, 8 5.89
The same of the sa

Temperature. (Taken at Mesers Kalconer & Co.'s Premises,

	Queen's Boad.	
AROMETER-	- 9 A.M	30,360
Do.	1 P.M.G.	. 30.294
Do.	4 P.M	30.270
HERMOMET	EB-D A.M	. 69
Do,	1 P.M.	60
Do.	4 P.M	61
Do. (Wet bulb) 0 A.M	. 68
Do.	Do. 1 P.M	
Do.	Do. 4 P.M	55
Do. 1	faximum	. 61
	imum nver nigh	
the last of finite last		

METEOROLOGICAL REGISTER

AT 4 P.M. TO-DAY. Barometer . . . 30.30 Temperature . Humidity . Direction of Wind . INE Force Weather

CHINA COAST METEOROLOGICAL

	7 34	-		Wind.		1	during 24 bg.
Station.	Seromotorred to see level and 82 o Fht	Temperature.	Humidity	Direction.	Force,	Weather	Rain due previous 24
Bolinao Manila	00.07	- 0	O.E.	N	3	<u> </u>	
Haiphong.	30.20	65 0	78	NE	2	C	
Hongkong	30.30	59.0	53	B	3	b	100
Amoy	30.49	61.0	55	NE	2	0	1 1 1
Shanghai .	30,48	34.0	72	NNW	8	C	-
Nagasaki .	30.30	-		KW.	3	-	-
Wl'ostock	30.20	4	-	N	4	b .	ينتو
		4 74	TO	OEMBI	en !	30.	. 1

Wl'ostock 30.04 -0.86 The barometer is rising. Gradients con-

tinue steep for E. winds. The temperature is low, the humidity moderate and the weather fine. W. DOBERCK.

Gremment Astronomer. Hongkong Observatory, December 80. 1. Banoxerus, reduced to 52 degrees Fahren-

helt; and to the level of the gen in inches, tenths 2. TEMPERATURE, in the shade in degrees, 3. Hummer, in percentage of esturation, the hamidity of air saturated with moisture being

4. DIRECTION OF WIND, to two points. 5. Fonce or Winn, according to Peaulori

6. STATE OF WEATHER. & blue sky, c dotached cloude, d driveling, rain, flog, o gloomy,

	SAMUEL J. GOWER, 14, Queen's Road. CCCEMBER 9, 1885. 2144 TO LET. CHAMBERS' (Inte Horel IVERS), Single ROOMS or THENTS. ER'S HILL. OUR TERRACE. SASSOON, SONS & Co. CCCEMBER 22, 1885. 2226 TO LET. Id CHAMBERS, No. 7, ROAD, lately occupied by E, MATHESON & Co. ECCEMBER 22, 1885. 2226 TO LET. Id CHAMBERS, No. 7, ROAD, lately occupied by E, MATHESON & Co. IN PALMER, In Plansand arrange Offices IS. Pril 8, 1885. 597 IE PEAK. Ith immediate possession, ALOW (partly Funnished), Int Kellett. Ront moderato. DENNYS & MOSSOP, 43, Queen's Road. In Covember 12, 1885. 1971 E PEAK. TO LET I at Mount Kellet. Five Enwis Court, &o., &o., onger if desired. OHN D. HUTCHISON.
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THE PEAK.	-
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For 1886 of longer if desired.	
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No. 2.-Vol. XIVe. THE

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Dte of the Investiture of Chang. Mncius and the Shi Ki. . Stid Foundations: Te Romanization of the Japanese Language. Txation. Rvenues of China. Mlitaryism in China. Hstory of the War in Tungking. Freign Languages in China. Pecision of the Chinese Language. Notice of New Books. Collectnea Bibliographica. Book Wanted, Exchanges, &c.

-Hagkong,-November 16,-1885. WINTER TIME TABLE. THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR

To Cutributors.

Rus Daily as a FERRY BOAT between Peder's Wharf and Tsim-Tsa-Tsui at the folloing hours:-This Time Table will take: fluct from the 20rs October, 1885. FEEK DATS. Leaves Cloon, Leaves H.K. Leaves K'loon, Leaves H.K. 6.11A.M. 7.15 A.M. 6.15 A.M. 7.15 A.M. 9.00 ,, 10.15 ,, 10.15* ,,

5.40 ,, 6.40 ,, * here will be no Launch on Monday and Iriday, on account of coaling. The above Time Table will be strictly

adherd to, except under unavoidable circumstness. In case of stress of weather, due ntice will be given of any stoppages. The Overland China Mail

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Intimations.

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a weeky budget of news should be prepared. Cargo will be received on board until Parcels and Specie (Gold) at the Office. until 10 a.m. on the day of sailing, Silk and Valuables for Europe will be

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Hongkong, December 27, 1885.

A. MoIVER, Superintendent,

Merchant Vessels in Hongkorg Harbour.

Exclusive of late Arrivals and Inpartures reported to-day. To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked to near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections. Section.

5. From P. and O. Co,'s Office to Peddur's Wharf.
6. From Peddar's Wharf to the Naval Yard. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Whatf 7. From Naval Yard to Blue Buildings 3. From Jardine's Wharf to the Harbour Master's Office. 8. From Blue Buildings to East Point. 4. From Hurbour Master's to the P. and O. Co.'s Office.

Angors	Swatow & Amoy Hothow, &c. San Francisco Swatow Amoy & Shanghat Coast Ports Haiphong Saigon Saigon Singapore Shanghat Swatow & Bangkok	To-day Co-morrow Co-morrow Caid up To-day To-day
Albany 5 c Porter Erit str. 1484 Dec. 24 Adamson, Bell & Co. Alwino 5 c Moss Ger. str. 400 Dec. 30 Wieler & Co. Augors 5 c Pinkham Brit. str. 2077 Nov. 12 Adamson, Bell & Co. August 2 c Iaberg Nor. str. 2078 Dec. 30 Wieler & Co. August 2 c Iaberg Nor. str. 1025 Dec. 26 Co. August 2 c Iaberg Nor. str. 1026 Dec. 26 Co. August 2 c Iaberg Nor. str. 1025 Dec. 26 Co. Camorta Creille Duttch str. 1482 Oct. 15 Iardino, Matheson & Co. Clero 3 c George Brit. str. 115 Dec. 17 Sismasen & Co. Clero 3 c George Brit. str. 115 Dec. 17 Sismasen & Co. Danube 3 c Anderson Brit. str. 115 Dec. 17 Sismasen & Co. Danube 3 c Anderson Brit. str. 1163 Dec. 28 Yuen Fat Hong Decims 8 c Clestmann Ger. str. 1663 Dec. 28 Yuen Fat Hong Deuts 4 Hechreuter Ger. str. 163 Oct. 13 Wieler & Co. Diomed 5 c Guthrie Brit. str. 1730 Dec. 29 Houglas Steamship Co. Elsa 5 c Kuschert Ger. str. 552 Dec. 29 Houglas Steamship Co. Elsa 8 h trit. str. 1772 Dec. 27 Sismasen & Co. Sofenson Ger. str. 552 Dec. 28 Wieler & Co. Fei-lung 4 h Alison Brit. str. 1752 Dec. 29 Houglas Steamship Co. Elsa 5 c Sofenson Ger. str. 552 Dec. 18 Wieler & Co. Fei-lung 5 c Ger. str. str. 1395 Ict. 16 Jacdine, Matheson & Co. Genfroin 7 c Norman Brit. str. 1395 Ict. 16 Jacdine, Matheson & Co. Iduna 8 h Emcke. Ger. str. str. 1395 Ict. 16 Jacdine, Matheson & Co. Iduna 8 h Emcke. Ger. str. str. 1395 Ict. 16 Jacdine, Matheson & Co. Iduna 8 h Emcke. Ger. str. str. 1395 Ict. 16 Jacdine, Matheson & Co. Iduna 8 h Emcke. Ger. str. str. 1395 Ict. 16 Jacdine, Matheson & Co. Iduna 8 h Emcke. Ger. str. str. 1395 Ict.	Hollow, &c. San Francisco Swatow Amoy & Shanghai Coast Ports Haiphong Salgon Singapore Shanghai	Co-morrow Co-morrow Caid up
Alwino	Hollow, &c. San Francisco Swatow Amoy & Shanghai Coast Ports Haiphong Salgon Singapore Shanghai	Co-morrow Co-morrow Caid up
Amigo	Hollow, &c. San Francisco Swatow Amoy & Shanghai Coast Ports Haiphong Salgon Singapore Shanghai	Co-morrow Co-morrow Caid up
Anfon 2 h Aereboe Ger. str. 396 Dec. 30 Weler & Co. August 2 c Isburg Nor. str. 1026 Dec. 28 Captain Belgio 5 k Walker Brit. str. 4212 Dec. 28 Co. 6 O. 6 O. Camorta 0 Oreille. Dutch str. 1482 Oct. 15 Jardine, Matheson & Co. Choreston 3 c George Brit. str. 1930 Dec. 13 Arnhold, Karberg & Co. Clioveden 3 c Johnson Brit. str. 1930 Dec. 13 Arnhold, Karberg & Co. Clioveden 3 c Johnson Brit. str. 1930 Dec. 13 Arnhold, Karberg & Co. Clioveden 3 c Johnson Brit. str. 1930 Dec. 13 Arnhold, Karberg & Co. Danabe 3 c Castmann Ger. str. 1930 Dec. 18 Vuen Fat Hong Decims 8 c Costmann Ger. str. 1965 Dec. 28 Yuun Fat Hong Decims 8 c Costmann Ger. str. 1965 Dec. 28 Hutchfeld & Swire Deubighshiro 5 c Cuming Brit. str. 1967 Dec. 18 Eduand Shellhass Dicky 4 k Hachreuter Ger. str. 1970 Dec. 18 Eduand Shellhass Dicky 4 k Hachreuter Ger. str. 1970 Dec. 18 Eduand Shellhass Diouglas 5 h Young Brit. str. 1973 Dec. 29 Butterfield & Swire Douglas 5 h Young Brit. str. 1982 Dec. 29 Inouglas Steamship Co. Elsa 5 c Kuschert 1971 str. 1977 Dec. 18 Weler & Co. Fame 8 h 1971 Str. 1982 Dec. 29 Inouglas Steamship Co. Elsa 6 c Kuschert 1971 str. 1972 Dec. 18 Weler & Co. Fero 3 c Sorensen, Ger. str. 752 Dec. 22 Butterfield & Swire Fero 3 c Sorensen, Ger. str. 752 Dec. 27 Stemson & Co. Gulf of Papua 6 c Ligertwood Brit. str. 1975 Dec. 27 Stemson & Co. Gulf of Papua 6 c Ligertwood Brit. str. 1995 Dec. 21 Gibb, Livingston & Co. Gulf of Papua 6 c Ligertwood Brit. str. 1995 Dec. 21 Gibb, Livingston & Co. Gulf of Papua 7 c Norvan Brit. str. 1995 Dec. 21 Gibb, Livingston & Co. Gulf of Papua 8 c Ligertwood Brit. str. 1995 Dec. 21 Gibb, Livingston & Co. Gulf of Papua 8 c Clioretwood Brit. str. 1995 Dec. 24 Douglas Steamship Co. Moray 5 c Duncan Brit. str. 1995 Dec. 27 Stemson & Co. Moray 5 c Duncan Brit. str. 1995 Dec. 27 Stemson & Co. Normanton 5 c Hutchison Brit. str. 1995 Dec. 27 Stemson & Co. Phot Fish 6 c Strathairly 8 c Boughton Brit. str. 1992 Dec. 27 Stemson & Co. Strathairly 8 c Boughton Brit. str. 1992 Dec. 27 Stemson & Co. Pilot Fish 6 c Strathairl	San Francisco Swatow Amoy & Shanghai Coast Ports Haiphong Salgon Singapore Shanghai	K'loon Doo Fo-morrow Laid up
August	San Francisco Swatow Amoy & Shanghai Coast Ports Haiphong Salgon Singapore Shanghai	K'loon Doo Fo-morrow Laid up
Belgio	Amoy & Shanghai Coast Ports Haiphong Salgon Singapore Shanghai	Fo-morrow Laid up
Cheero	Amoy & Shanghai Coast Ports Haiphong Saigon Singapore Shanghai	Fo-morrow Laid up
Clioveden	Amoy & Shanghai Coast Ports Haiphong Salgon Singapore Shanghai	Fo-morrow Laid up
Danube	Amoy & Shanghai Coast Ports Haiphong Salgon Singapore Shanghai	Fo-morrow Laid up
Deubighshiro	Coast Ports Haiphong Saigon Saigon Singapore	Laid up
Deuteros.	Coast Ports Haiphong Saigon Saigon Singapore	Laid up
Dicky	Coast Ports Haiphong Saigon Saigon Singapore	Laid up
Douglas 5 c Guthrie Brit. str. 1730 Dec. 29 Butterfield & Swire Douglas 5 c Kuschert Ger. str. 552 Dec. 18 Wieler & Co. Fame 8 l. Writ. str. 117 H.K. & W yoa Dock Co. Fame 8 l. Writ. str. 117 H.K. & W yoa Dock Co. Fame 8 l. Writ. str. 117 H.K. & W yoa Dock Co. Fero. 3 c Sorensen Ger. str. 752 Dec. 22 Butterfield & Swire Fero. 3 c Sorensen Ger. str. 754 Dec. 22 Butterfield & Swire Fero. 3 c Sorensen Ger. str. 1395 Uct. 16 Jardine, Matheson & Co. Gulf of Papua 8 c Ligertwood Brit. str. 1336 Dec. 21 Jijbb, Livingston & Co. Gulf of Papua 8 c Ligertwood Brit. str. 1336 Dec. 22 Jijbb, Livingston & Co. Gandin Brit. str. 1336 Dec. 22 Jijbb, Livingston & Co. Gandin Brit. str. 1336 Dec. 23 Jibb, Livingston & Co. Gandin Brit. str. 1336 Dec. 24 Jibb, Livingston & Co. Gandin Brit. str. 1336 Dec. 30 Butterfield & Swire Dec. 1336 Dec. 30 Butterfield & Swire Dec. 134	Coast Ports Haiphong Saigon Saigon Singapore	Laid up
Douglas 5 h Young Brit str. 952 Dec. 29 longuas established to Kuschert Ger. str. 552 Dec. 18 Wieler & Co. Fame 8 h Wirt str. 117 HK, & W'pea Dock Co. Fei-lung 4 h Allison Brit str. 752 Dec. 22 Butterfield & Swire Fero. 3 c Sorensen Ger. str. 754 Dec. 27 Siemssen & Co. Glenfruin 7 c Norman Brit str. 1355 Dec. 16 Lardine, Matheson & Co. Gulf of Papua 8 c Ligertwood Brit str. 1355 Dec. 21 Lighb, Livingston & Co. Harter 5 c Grandin Brit str. 1355 Dec. 4 Russell & Co. Hector 5 c Batt Brit str. 1630 Dec. 30 Butterfield & Swire Iduna 8 h Emcke. Ger. str. 297 Nov. 9 Eduard Schellhass & Co. Iolani 3 c Vlason Brit str. 1204 Dec. 16 Adamson, Bell & Co. Japaneso 3 c Moore Writ str. 155 Dec. 24 Douglas Steamship Co. Meruling 6 c Huchison Brit str. 155 Dec. 24 Adamson, Bell & Co. Normanton 5 c Drake Brit str. 1633 Dec. 27 Siemssen & Co. Normanton 5 c Drake Brit str. 1633 Dec. 27 Siemssen & Co. Normanton 5 c Drake Brit str. 1633 Dec. 27 Siemssen & Co. Paig 4 Ch. str. 284 Spc. 4 Chinese Phra Chula Chon Klae 3 c Lightwood Brit str. 1012 Dec. 27 Siemssen & Co. Strathairly 8 c Boughton Brit str. 1236 Dec. 29 Yuen Fat Hong Picc ola 3 c Th. Nissen Ger. str. 1640 Dec. 27 Butterfield & Swire Pilot Fish 6 c ctopani Brit str. 1236 Dec. 27 Butterfield & Swire Pritania 5 c Mahorich A-Hun. str. 1236 Dec. 27 Butterfield & Swire Pritania 5 c Mahorich A-Hun. str. 1236 Dec. 27 Butterfield & Swire Pritania 5 c Mahorich A-Hun. str. 1236 Dec. 27 Butterfield & Swire Pritania 5 c Mahorich Brit str. 1236 Dec. 27 Butterfield & Swire Pritania 5 c Mahorich Brit str. 1236 Dec. 27 Butterfield & Swire Pritania 5 c Mahorich Brit str. 1236 Dec. 27 Butterfield & Swire Pritania 5 c Mahorich Brit str. 1236 Dec. 27 Butterfield & Swire Pritania 5 c Mahorich Brit str. 1236 Dec. 28 Hungarian Lloyd S. N. Co. Pritania 5 c Mahorich Brit str. 1236 Dec. 24 F. & O. S. N. Co. Pritania 5 c Mahorich Brit str. 1400 Dec. 24 F. & O. S. N. Co.	Haiphong Saigon Saigon Singapore	To-day
Fame	Saigon London, &c. Saigon Singapore	To-day
Fei-lung	Saigon Saigon Singapore Shanghai	To-day
Fero. 3 c Sorensen. Ger. str. 794 Dec. 27 Siemssen & Co. Glef of Papua 8 c Ligertwood Brit. str. 1395 Dec. 21 Elijbb, Livingston & Co. Harter 5 c Grandin Brit. str. 1395 Dec. 21 Elijbb, Livingston & Co. Hector 5 c Batt. Brit. str. 1630 Dec. 30 Butterfield & Swire Iduna 8 h Emcke. Ger. str. 1931 Nov. 9 Eduard Schellhass & Co. Iolani 3 c Ilason Brit. str. 1204 Dec. 15 Gibb, Livingston & Co. Japanese. 3 c Moore Writ. str. 1204 Dec. 16 Adamson, Bell & Co. Kennett 3 c Sanderson Brit. str. 1555 Dec. 24 Douglas Steamship Co. Memling 5 c Duncan Brit. str. 1428 Dec. 20 Adamson, Bell & Co. Moray 5 c Duncan Brit. str. 1428 Dec. 21 Adamson, Bell & Co. Ningpo 3 h Potts Brit. str. 761 Dec. 27 Siemssen & Co. Normanton 5 t Drake Brit. str. 1533 Dec. 27 Siemssen & Co. Normanton 5 t Lightwood Brit. str. 1633 Dec. 27 Siemssen & Co. Pliot Fish 6 t itopani Brit. str. 163 Dec. 29 Yuen Fat Hong Picc ola 3 c Fh. Nissen Ger. str. 875 Dec. 29 Yuen Fat Hong Picc ola 3 c Fh. Nissen Ger. str. 875 Dec. 25 Ed. Schellhass & Co. Pliot Fish 6 t itopani Brit. str. 1236 Dec. 27 Butterfield & Swire Titania 5 c Maherich A-Hun. str. 2011 Dec. 22 A-Hungarian Lloyd S. N. Co. Trite's 2 c Bleichen Ger. str. 873 Dec. 17 Arnhold, Karberg & Co. Vespasian 3 c Alexander Brit. str. 1400 Dec. 28 Messageries Maritimes Zambesi 2 h Francis Cole Brit. str. 1540 Dec. 28 Messageries Maritimes	London, &c. Saigon Singapore Shanghai	
Gulf of Papua	Saigon Singapore Shanghai	
Harter 5 c Grandin Brit. str. 1193 Dec. 4 Russell & Co. Hector 5 c Batt. Brit. str. 1630 Dec. 30 Butterfield & Swire Iduna 8 h Emcke. Ger str. 297 Nov. 9 Eduard Schellhass & Co. Iolani 3 c Alason Brit. str. 981 Nov. 15 Gibb, Livingston & Co. Japaneso. 3 c Moore Brit. str. 1155 Dec. 24 Douglas Steamship Co. Memling 5 c Hutchison Brit. str. 1155 Dec. 24 Douglas Steamship Co. Memling 5 c Hutchison Brit. str. 1428 Dec. 20 Adamson, Bell & Co. Moray 5 c Duncan Brit. str. 1428 Dec. 22 Adamson, Bell & Co. Normanton 5 c Drake Brit. str. 1633 Dec. 27 Siemssen & Co. Normanton 5 c Drake Brit. str. 1633 Dec. 27 Siemssen & Co. Pasig 1 c Drake Brit. str. 1012 Dec. 29 Yuen Fat Hong Picc cla 3 c Fh. Aissen Ger. str. 875 Dec. 25 Wieler & Co. Pilot Fish 6 c Stopani Brit. str. 1012 Dec. 25 Wieler & Co. Strathairly 8 c Boughton Brit. str. 1236 Dec. 27 Butterfield & Swire Titania 5 c Mahorich A-Hun. str. 2011 Dec. 22 A-Hungarian Lleyd S. N. Co. Trites 2 c Bleichen Ger. str. 1400 Dec. 27 Butterfield & Swire Vortgern 2 h Brown Brit. str. 873 Dec. 27 Butterfield & Swire Fit. str. 792 Nov. 29 Arnhold, Karberg & Co. Vespasian 3 c Alexander Brit. str. 873 Dec. 28 Messageries Maritimes Zambesi 2 h Francis Cole Brit. str. 1540 Dec. 28 Messageries Maritimes Zambesi 2 h Francis Cole Brit. str. 1540 Dec. 24 F. & O. S. N. Co.	Saigon Singapore Shanghai	
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Iduna	Singapore Shanghai	
Japanese. 3 c Moore	Singapore Shanghai	To-day
Kennett 3 c Sanderson Brit. str. 1155 Dec. 24 Douglas Steamship Co. Memling 5 c Hurchison Brit. str. 649 Dec. 20 Adamson, Bell & Co. Moray 5 c Duncan Brit. str. 1428 Dec. 2 Adamson, Bell & Co. Ningpo 3 h Potts Brit. str. 761 Dec. 27 Siemssen & Co. Normanton 5 c Drake Brit. str. 1533 Dec. 27 Siemssen & Co. Pasig 1 c Drake Brit. str. 1012 Dec. 29 Yuen Fat Hong Phra Chula Chom Klao 3 c Lightwood Brit. str. 1012 Dec. 29 Yuen Fat Hong Picc cla 3 c Fh. Nissen Ger. str. 875 Dec. 20 Wieler & Co. Pilot Fish 6 c itopani Brit. str. 161 June 2 H. K. & W. Dock Co. Ger. str. 161 June 2 H. K. & W. Dock Co. Brit. str. 1236 Dec. 27 Butterfield & Swire Titania 5 c Mahorich A-Hun. str. 1236 Dec. 27 Butterfield & Swire Titania 5 c Mahorich A-Hun. str. 1236 Dec. 27 Butterfield & Swire Vergasian 3 c Alexander Brit. str. 792 Nov. 29 Arnhold, Karberg & Co. Vergasian 3 c Arthur Brit. str. 873 Dec. 17 Arnhold, Karberg & Co. Vortagern 2 h Brown Brit. str. 873 Dec. 17 Arnhold, Karberg & Co. Vortagern 2 h Brown Brit. str. 1109 Dec. 2 Butterfield & Swire Yangtee 5 c Lormier Foh. str. 2424 Dec. 28 Messageries Maritimes Zambesi 2 h Francis Cole Brit. str. 1540 Dec. 24 F. & O. S. N. Co.	Singapore Shanghai	Lo-day
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Yangtes 5 c Lormier Fch. str. 2424 Dec. 28 Messageries Maritimes Zambesi 2 h Francis Cole Brit. str. 1540 Dec. 24 P. & O. S. N. Co.	Sydney, &c.	Te-merrow
Zambesi	Shanghai	Company
TO A	Bombay, &c.	6th prox.
Antiling Vessels		
Adolph 3 c Focken Ger. bg. 256 Nov. 30 Eduard Schellhase & Co. Alden Besse 3 c O Brien Amer. bqs. 812 Dec. 10 Melchers & Co.		1 1 14 8 5
Anna Siebin	A .	
Annie		
Arnguda 3 k Green Brit. bqe. 977 Oct. 30 Messageriës Maritimes		
B. H. Steenken	Philippines	
Ceylon		
Charon Wattana[3 c Ulrich Siam. bqe. 656 Dec. 18 Chinese		
Coloma 3 k Noyes		
Dartmouth 4 Flinton Brit. bqe: 915 Oct. 4 Melchers & Co. Edon 3 c N irm Brit. bqe. 813 Oct. 25 Wieler & Co.		45-44863
E ward Kidder 8 c.Griffin		
Files ShiRuwehl Ger shi 1348 Nov. SlArnhold, Karberg & Co. C.	London, &c.	2.55
Elise 3 k Bruhn		
Emily F. Whitney 8 c Rollins Amer. sh. 1240 Oct. 8 Gibb, Livingston & Co.	The said for the said of the s	All the second
Felix	Statute Sist	Transfer of
Franklin		
George	Victoria, B.C.	N. Sun J.
Grandee	San Francisco	
Harmonia		
Helicon		A Section of the section of
Highlander		
Hiram Emery 8 c Gorham Amer. bqe. 757 Dec. 21 Captain Isaac Reed 8 c Colley Amer. sh. 1488 Oct. 7 Order	The state of the s	The state
J. B. Newcomb 2 c Newcomb Brit. bqe. 890 Nov. 21 Carlowitz & Co.	London, &c.	Part of the said
July Potts 3 c Cargill Brit. bge. 374 Dec. 5 Order		
L'Avvenire 3 c Rogers Brit. bgte. 351 Dec. 17 Chinese		
Lady Harewood 3 c Williams Brit. bgc. 682 Dec. 9 Chinese		
Lottie Fairfield 8 h Bingay Brit. sch. 164 Nov. 18 Siemssen & Co. Marguerite 2 h Omnes Fren. bqs. 23 Dec. 21 Carlowitz & Co.		a Marine
May 7 c Robb 17 (Br. 3m. sch.) 237 (Dec. 21 Adamson, Bell & Co.	at a few and the second of the second	Maria Albani
Mahawk 5 c Croslande Brit - bae 1 1338 (Nov. 80 Douglas Steamship Co.	The second Self word	
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Richard Parsons Thorndike Amer. sh. 1116 Oct. 22 Order	perioophopolitionisses	Contan Do
Scolor Scolor Schrickie Schriebert Brit. Brit. Bre. 478 (Nov. 25)Berneo Co., Limited	A CONTRACTOR OF THE STATE OF TH	
South America	New York	
Spartan	New York	1100 May 1100
Thale		
Three Brothers 2 h Kahlcke Brit. bge. 366 Nov. 6 Chinese		
Undine 8 c Kruss Ger. bge. 968 Dec. 19 Melchers & Co.	·首本是 [[] [2] [[] []	71. Jan 71.576 A
Velocity 2 c Martin Brit. bqe. 491 Dec. 10 Pustan & Co. Wandering Jew 8 c Nichols Amer. sh. 1650 Nov. 80 Captain	The state of the s	and the drawn of the s

Her Britannic Majesty's Ships in the China Squadon.

Name.	Rig.	Tons.	Guns.	I.H.P.	Coptain.	Where at
Agamemnon	d. s. turret ironclad	8510	6	6360	Captain Samuel Long	Hokong
Albatross	composite serew sloop	940	4	840	Commander Chas. Hicks	Po Hamilton
Audacious	double-screw iron frigate	6010	14	4330	Captain Hugo L. Pearson	Hokong
Champion	corvette	2380	14	2340	Captain A. T. Powlett	Nasaki
Cleopatra	corvette	2380	14	2610	Act Captain A. Schomberg	Tohums
Cookchafer	gunboat	465	1 (4)	470	LieutCom. H. H. Boteler	Yasaki
Curação	corvette	2383	14	2540	Captain J. G. J. Hanmer	Maski
Daring	composite alcop	940	4.4	920	Commander Davis	bgkong
Eak	double-screw gunbost	360	8	340		li merve
Espoir	gunboat	430	4	455	LieutCom. H. R. Adams	Hekong
Firebrand	gunboat	450	4		Lieut, Com. D. L. Dickson	Tchow
Flying Fish	Bloop	940	4	840	Captain J. P. Maclear	Mila
Linnet	double-screw gun-vessel	767	5	1050	Commander Geo. W. Hill	Bykong
Merlin	gunbeat	430	4	430	Lieut. Com. W. M. Maturin	Stapore
Midge	double-screw gun-vessel	465	1	470	Commander Hotham	Hgkong
	composite screw aloop	1130	6	970	Commander H. T Grenfell	Ychama
Pegasus Rambler	sloop	830	1.5	ê•\\. <u>- 1</u>	Commander W. U. Moore	Hekong
	corvette	1370	12	2360	Captain R. G. Kinahan	Sispore
Sapphire	double-screw gun-vessel	794	5	1010	Commander A. C. B. Bromley	Shehai
Swift	double-screw gunboat	360	3	340		Injerve
Tweed	receiving ship	3087	20		Commodore Morant	Hokong
Victor Emanuel	paddle despatch-vessel	835	2	1230	LieutCom. Farquhar	Hokong
Vigilant.	gunboat	925	1.5	750	Captain Orford Churchill	Hanw
Wanderer		1800	1	1450		In arve
Wivern	turretahip	430	The Tark	630	LieutCom. Chas. K. Hope	Tieda
Zephyr	gunboat		ander it		A Maa Coman on Bylaten je int dat eksil	4 4 A A A A A A A A A A A A A A A A A A
Playanip o	Vice-Admiral Vesey Hamilto	mante or	d affect	TA horre	powers are given according to H.	M Nediat
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Name.	Flag and Rig.	Tens.	Guns.	H,P,	Osplain.	ijrea.
Alert	U. S. corvette	541		800	Commander C. J. Barclay	Shand
ispio	French gunboat	460	Variation of		Commander Jonquieres	Hongen
talante	French frigate	4000	-		Commander Trève	Saigon
omète	French gun-vessel	483			LientCommander Noiroz	Haiph
ves	French transport	400			Captain Legrand	Salgon
ecres .	French cruiser	861			Captain de Montesquon	Yokolik
ichaffant	French cruiser	1300	19	F	Comdr. Lemeruer Moussaux	Yokoka
is	* German gunboat	420	64	340	LieutCommander Holmeyer	On a cas
guar	French gunboat	430	-	-	Commander Fouet	Haipho
clocheterie	French corvette	2500		* 100 PRE 100	Commander St. Maurice	Saigon -
Peronse	French corvette	2300			Capt. Mequet	Saigon
tin beign to great	French gunboat	437	4.	100	Captain Duval	Haipho
gon	French corvette	2400	- 3		Commander Puech	Keelung
arion	U. S. corvetta	910			Commander Merrill Miller	Yokohan
onnesey	U. S. gunboat	1375	6	750	Commander P. J. Higginson	Tientzin
entilos	German gunboat	600	4	1600	Commander Kötger	Yokohai
naha	U. S. corvetta	2400	12		Capt. Thos. O. Selfridge	Hongkos
Bipes	U. S. corvette	2100	8	800	Commander J. J. McGinsey	Yokohan
los	U. S. gunboat	306	6	800	Lieut, Com, Thomas Nelson	Chemulp
uvier	French gunboat	480			Commander Poidlotte	Halphon
imanguet	French corvette	22 0	1 m	_	Commander M. Buge	Salgon
inz Adalbert	German corvette	3980	14		Captain Mensing	On a cruit
gault de Genouilly	French corvette				Commander Richard	
oland	French cruiser	2500	15	-	Commander Mayet	Shanghai
cittaire	French gun-vessel		_	-		Chefoo
008	French corvette	1700			Commander W. Monin	Salgon
atega	Portuguese gunboat	410			Captain Avila	Macro 1
eaton	U. S. frigate	2900	10	3000	Captain R. L. Phythian	Nagasaki
rrane	French frigate	5100			Captain Dupois	Hongkon
el. Sw	Spanish corvette	1156			Commander Emitu J. Butron	Manile
ipe re	French gunboat	405			Commander Lapeyrein	Saigon I
		TOM	4	PM	Chartein Climon	THE PERSON NAMED IN

SHIPPING IN CHINA, JAPAN PHILIPPINES, AND STAM

WATERS. WHAMPCA Destination Channel Queen Brit. Eng Lee Priederich Siam. Ger. Chi. Fungshum Gilsland Brit. Ger. Sm. sc. Brit. str.

CANTON. Mary Austin Brit. str. Hongkong MACAO. Amer. str. Canton Kinng-ping SWATOW. In port on December 29, 1885. MERCHANT STEAMERS

British. Grafton British Nanahan AMOY. In port on December 24, 1885. MERCHANT STEAMERS. Glucksburg German British Hoihow MERCHANT SAILING VESSELS Anna Bertha Ger. bge. Archos Brit. bge. Chateau briand Brit. Ger. Norw. bqo. Fruso Hammonia Ger. Hermann Ger. Hugo & Otto Johann Carl Norw. bgs. Krist. Nilsson Amer. Gor. Nauphante Rachel Brit.

Ger. . bqs. Wagrien FOOOHOW. In port on December 26, 1885. MERCHANT STEAMERS. Chinese Fuyew Gilsland British Hao shin Chinese Chinese Meetoo Nierstein German British Wismar MEECHART SAILING VESSELS. Anna Dorothea Ger. bge. Francisca Ger. sch.

Christian Ger. BHANGHAI. In port on December 23, 1886. MERCHANT STEAMERS. Bothwell Castle British Chin-tung Chinese Cai Yuen Ohinese British Hongkong New York Chip. Castle British Claymore Drachenfela Dutch El Dorado British Chefoo, &c. Fidelio German Gulf of Suez British Hongkong Hae-ting Chinese British. Hector Kamtschatka Russian Chinese King-foo Kowshing British British Kungwo British Lee-yuan Mirzapore Nanzing British London, &c. British Natal . French Marseillea British Ngankin Tientsin British British Pao Han Parthian Chinese Pautah Store Nordiske Danish Suez British

British British Tuka . Titan Too-nan British Wendlow British Wha-on British Hankow, &c. MERCHANT SAILING VISSRIS. Chi. bqe Laid up Chingtan . Governor G win Amer. sh. Brit. bge. Mary L. Stone Am. Amer, sch. Brit. bge Veritas Wand, Minstral Br. 3m. soh. Brit. bge. NAGASAKI, In port on December 19, 1885. Kanagawa Maru Japan, bqe. Kozaki Maru Japan, boe

Pilgrim Amer, boe. YOKOHAMA. In port on December 18, 1885. Ger. Big Bonanza Amer. sh. Minister Marine Brit. sh.

Venezuela. Brit. HIOGO. In port on December 10, 1885. Oscar Mooyer Ger. bqs.

MANILA.

In port on November 27, 1885. Amer. sh. Arklow Brit. boe. Amer. sh. New York Grandee J. E. Ridgway Amer. sh. Kiandra Brit. bge. Liverpool Nervion Span, bqe. Norw. bqe. Prof. Johnson Topdal Ventura Norw. bqe. Span, bqe. HOILO.

Marabout Brit sh. Amy Turner Emma Anger Fch. bqe, BANGKOK Siam, bqs.

Fch. bqe. Boston In port on December 12, 1885. Ger. bqe. Brit. bqe. Aline Aurora Siam. bqe. Ban Lee Bus Caso Siam. bge. C. Wattana Siam bya. Siam sch. Confucius Siam. bg. Doretta Siam. bqe. Envoy Siam. bga. Falcon Faugh Balangs Ger. 3m.so. Florence Brit. boe. Golinh Siam. Be. Hei Cheong Brit, bgs. Swed bge, Dut, 8, 200, Hoguen Kim Chye Seng Siam, soh. Patriot Nor, bue, Meridian Siam. sch. Queenof England Siam. ah Siem bas S. Hamsed Brit soh Sigmete Crown Siam. ah. Ta Hongkong Siam, ab. Biam bg. Litchon Brit. bgs. Fren. bge. Volan flar Toung Slam - Siane, bus.

Frieder and published by Gree Miraki